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BOSTON ARCHITECTURAL CENTER
HIGHLANDS
STUDY

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1971

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Robert Bell Rettig, Associate Survey Director,
Cambridge Historical Commission, and
Project Director, Boston Landmarks Commission

Advisory Committee: [1969-1970]

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Preservation of New England Antiquities
Sanford R. Greenfield, Director of Education,
Boston Architectural Center
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Henry A. Millon, Associate Professor of
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Walter Muir Whitehill, Director and Librarian,
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Advisory Committee: [1970-1971]

Sanford R. Greenfield, Director of Education,
Boston Architectural Center
Henry A. Millon, Associate Professor of Architecture,
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William H. Doebele, Professor, Urban Field Service,
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Project Synthesis: [1971]

A. M. Coggins, Boston Architectural Center

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PROJECT DESCRIPTION:

A PILOT PROJECT TESTING METHODS FOR THE DEVELOPMENT OF SURVEYING AND CATALOGUING OF ARCHITECTURAL ASSETS OF AGING CORE AREAS AND INCORPORATING THESE INTO PLANNING AND DESIGN ALTERNATIVES FOR THE REALIZING OF COMMUNITY NEEDS.

THE STUDY WAS CONDUCTED BY THE BOSTON ARCHITECTURAL CENTER THROUGH ITS STUDIO PROGRAM IN THE PROFESSIONAL PROGRAM FOR DESIGN UNDER THE AUSPICES OF A GRANT FROM THE NATIONAL FOUNDATION FOR THE ARTS AND HUMANITIES, 1969-1971.

THE PROJECT TOOK INTO ACCOUNT A RECOGNIZED SHORTAGE OF SKILLED PERSONS CAPABLE OF SURVEYING AND CATALOGUING HISTORICAL ASSETS, AND THE NECESSITY OF TRANSCENDING TRADITIONAL DISCIPLINES OF ARCHITECTURAL HISTORIAN/SURVEY SPECIALIST AND URBAN DESIGNER.

IT WAS DIRECTED TOWARD THE CURRENT CRITICAL NEED FOR INDIVIDUALS POSSESSING BOTH THE HISTORICAL BACKGROUND AND THE FIELD EXPERIENCE REQUIRED TO ASSEMBLE AN HISTORICAL INVENTORY SUITABLE FOR USE IN PLANNING FOR CONTINUITY IN COMMUNITY DEVELOPMENT.

BY THEMSELVES, THE DISCIPLINES OF THE ARCHITECTURAL HISTORIAN, RESEARCHER, PRESERVATION ARCHITECT OR FIELD SURVEY SPECIALIST ARE TOO RESTRICTED FOR PLANNING COMMUNITY NEEDS ALONE. DESIGN PROFESSIONALS, ON THE OTHER HAND, HAVE LACKED AWARENESS AND THE ABILITY TO RECOGNIZE EXISTING HISTORICAL ASSETS AND CONSEQUENTLY HAVE OVERLOOKED THESE KEY ELEMENTS OF STRENGTH IN THE FORMULATION OF THEIR PROPOSALS.

GENERAL:

COMMUNITY DEVELOPMENT GOES FAR BEYOND SIMPLE PHYSICAL PLANNING IN THE HIGHLANDS AREA. ITS FINAL FORM IS IN THE LONG TERM TO BE DETERMINED BY THE COMMUNITY'S ABILITY TO GENERATE AND IMPLEMENT POLITICAL AND ECONOMIC POLICY AND STRATEGY.

IT IS URGED THAT THE COMMUNITY RECOGNIZE ITS LONG TERM POTENTIAL FOR UNIQUE AND STRONG DEVELOPMENT OF AN ESPECIALLY CHARACTERFUL, ACCESSIBLE AND NATURALLY ATTRACTIVE AREA, AND BEGIN TO PLAN AT THIS TIME FOR ITS COHESIVE AND ORDERLY GROWTH AND CHANGE IN LINE WITH COMMUNITY OBJECTIVES.

THE STUDY BY NO MEANS REPRESENTS A DEVELOPMENT OR MASTER PLAN, BUT ONLY RECORDS INFORMATION ABOUT THE PHYSICAL AND HISTORIC CONTEXT OF THE COMMUNITY ENCOUNTERED DURING THE COURSE OF THE STUDY AND BEGINS TO SUGGEST CERTAIN IMPLICATIONS OF PHYSICAL TOPOGRAPHY AND CONTEXT. THE GENERAL PLAN [ZONING AND DENSITY] IS BASED UPON ASSESSMENT OF EXISTING CONDITIONS AND COMMUNITY ASSETS RELATIVE TO EXISTING OR PROPOSED TRANSPORT SYSTEMS. CERTAIN POSSIBILITIES OR POTENTIALS FOR COMMUNITY AMENITIES, SUCH AS OPEN SPACES, PEDESTRIAN SYSTEMS, AND SO FORTH, ARE ILLUSTRATED. EMPHASIS HAS BEEN PLACED ON PRESERVING HISTORICAL ASSETS WHERE THEY OCCUR AS THESE TEND TO CONTRIBUTE A SPECIAL INTEREST AND CHARACTER TO THE AREA.

MAPS DEVELOPED IN THE STUDY EACH DEMONSTRATE A PIECE OF INFORMATION ABOUT THE AREA. WHEN ALL THE PIECES ARE TAKEN TOGETHER AND EVALUATED IN MAKING COMMUNITY PHYSICAL DEVELOPMENT DECISIONS, THEY CAN ASSIST IN THE DECISION PROCESS AND CONTRIBUTE TO THE ORDERLY GROWTH OF THE COMMUNITY. THE MAPS ARE ILLUSTRATIVE, AND SHOULD BE ADDED TO AND CHANGED AS NECESSARY. THEY ARE INTENDED AS A DEPARTURE POINT FOR FUTURE PLANNING AND DISCUSSION WITHIN THE COMMUNITY. IT IS HOPED THAT THE MATERIAL WILL BE HELPFUL IN INTRODUCING THE AREA AND IN INITIATING A CONTINUING PLANNING AND COMMUNITY DEVELOPMENT COMMITMENT. IT IS PARTICULARLY CRITICAL THAT PLANNING AND ORGANIZING EFFORTS TAKE

PLACE AT THIS TIME WHEN THE NEXT CHAPTER OF THE COMMUNITY'S HISTORY IS ABOUT TO BE WRITTEN AND HIGHLAND PARK IS REDISCOVERED AS A DESIRABLE PLACE TO LIVE.

THE AREA'S TRADITIONAL ROLE OVER THE PAST CENTURY HAS BEEN AS RECIPIENT OF NEW GROUPS WITHIN THE METROPOLITAN AREA. ITS PRESENT CONDITION IS A CONSEQUENCE OF ECONOMIC REALITY OF NEW RESIDENTS COUPLED WITH THE IMPACT OF THE 'SUBURBAN IDEA'. THE COMMUNITY HAS THE OPPORTUNITY TO EXAMINE THIS TRADITIONAL ROLE, EITHER ACCEPTING AND ACCOMODATING IT, OR TO DEVELOP POLICIES AND PROGRAMS INTENDED TO BREAK THE CYCLE OF ECONOMIC DEPENDENCY AND PHYSICAL DECAY. IT HAS THE POTENTIAL AT THIS TIME OF WORKING TOWARD A MODEL FOR COMMUNITY DEVELOPMENT, CREATING A 'NEW' COMMUNITY WITHIN THE METROPOLITAN AREA, AND IS IN AN OPPORTUNE POSITION TO PRESS FOR RESOURCES AND SUPPORT FROM A NUMBER OF PROGRAMS OR AGENCIES.

COMMUNITY POLICY AND STRATEGY:

COMMUNITY POLICY AND STRATEGY MUST FORM THE BASIS FOR COMMUNITY PHYSICAL PLANNING. THE FORM WHICH COMMUNITY PHYSICAL PLANNING TAKES SHOULD RESULT FROM RECONCILING PHYSICAL REALITY AND CAPABILITIES WITH POLICIES AND STRATEGIES. THESE FORM THE BASIC STRUCTURE AROUND WHICH TO PLAN. THE RESULTING PHYSICAL PLAN THEN REQUIRES ITS OWN IMPLEMENTATION STRATEGIES IN LINE WITH OVERALL OBJECTIVES.

PLANNING CRITERIA:

PLANNING CRITERIA IMPLIED OR SUGGESTED THROUGH DISCUSSION WITH VARIOUS AGENCIES OR COMMUNITY GROUPS ARE INCLUDED IN SECTION 3 FOR THE PURPOSE OF DISCUSSION AND DEBATE. THEY HAVE SERVED AS THE BASIS FOR SUGGESTIONS DEVELOPED IN THE STUDY, BUT MUST BE DEVELOPED FAR BEYOND THIS PRESENTATION TO ALIGN WITH COMMUNITY INTERESTS.

RECOMMENDATIONS FOR FURTHER ACTION:

Community Planning: This study has outlined possible planning directions or potentials, and forms only an initial step toward development of a general plan. Funding support should be sought to develop an on-going planning mechanism within the community.

Continuity in Community Planning/Review: The community should explore methods of establishing a long-term community planning and review mechanism to assure continuity of planning and control of community development. This function is presently vested in the Model Neighborhood Board, which because of its representational characteristics, has authority to speak in the community's interests. It will, however, need to be replaced on a permanent basis when the CDA Program is terminated. A CDA or Community Review Commission might be a proper vehicle for continuity.

Bicentennial Program: The community should explore and establish the potential of the Bicentennial Program relative to the Highlands area. The area is rich in historical assets, in addition to its potential as a model Black community. The Prologue 75 program intends to emphasize the 'city as the exhibit' with major improvements in the form of Parks and Recreational facilities, transportation, and so forth. The Bicentennial Program may well offer a vehicle for community improvement as well as for public relations.

Demonstration Projects: Explore the potential of Demonstration Programs as a means of meeting both the low rent housing need and the need to develop criteria for permanent housing within the community. The low rent need might be met on an interim basis through the conducting of an experimental demonstration project(s) utilizing innovative building technology and acting as a laboratory to developing criteria for permanent housing forms. It would permit an opportunity to examine existing levels of housing relative to actual need. A guar-

antee with a rigid leasing structure should be included to assure residents priority in moving to a permanent home.

New Housing Programs: Explore new HUD programs described as being designed to include maintenance provisions and as applying the concept of strong/permanent structural frameworks to improve the initial quality of housing. [Strong structures with higher initial cost and maintenance provisions offer an additional topic for demonstration study.]

SUMMARY: SPECIFIC PLANNING SUGGESTIONS

[A partial summary of some of the specific planning suggestions developed in the body of the study.]

Density: Continue current area densities unless large project funding becomes available to transform the character of an area. The economics of the '70's may make it impossible to build at the old densities.

Zoning: It may be desirable to establish zoning changes during the time while the Model Cities Program is in effect and can assist such changes. [This would apply to general zoning and densities, and zoning system.]

Environmental characteristics zoning should be explored as a system for the area.

Optimized Construction: New projects should be moved toward areas of highest and best use, and should be phased in several steps if necessary to achieve density potentials of sites to avoid underbuilding. Collaborative ventures should be sought if necessary to improve proposals.

Interim Use of Corridor Land: Continue to explore the interim use of land along the I-95 right-of-way [Operation STOP].

MBTA Site: Seek first right of refusal or option to purchase on the MBTA site on Washington Street. Urge relocation of that site to the Corridor if implemented.

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DESCRIPTION OF APPROACH AND CONDUCT OF STUDY

BACKGROUND:

During the winter of 1968-1969, the Boston Architectural Center submitted a proposal to the National Foundation for the Arts and Humanities for a pilot project to evaluate methods of training architectural students in historical and environmental survey techniques combined with community development planning in a program related to the problems and potentials of aging core-city neighborhoods. The proposal took into account a recognized shortage of skilled persons capable of surveying and cataloguing historical assets and spoke to the need of transcending traditional disciplines of architectural historian/survey specialist and community planner/designer.

The proposal set forth a combination of field and studio activities supplemented by lectures and interviews, including specialized contributions and periodic review from the Advisory Committee, and consisted of the following general components:

[1] Intensive briefing on historical development of a selected project area, including topographic, planning, architectural historian/survey specialist.

[2] Field survey of existing assets and development of inventory by map, photography, sketches and, where appropriate, documentary research;

[3] Exploratory design to illustrate the alternatives available for incorporating existing assets into a community development framework;

[4] A written and graphic evaluation of the techniques which had been tested, and the summary of the findings of the project.

By early summer of 1969 word had been received from the National Foundation for the Arts and Humanities that the proposal was looked upon with favor and would be funded when the Congress had taken

favorable action on the appropriate budget items. At the start of the Fall term at the Boston Architectural Center, final confirmation had not been forthcoming, but the decision was made to initiate the project pending resolution of that funding. This decision represented a substantial commitment on the part of the Boston Architectural Center over and above its prior commitment to matching funds equal to those to be provided for studio programs in the Professional Program in Design, setting forth this project as one of a number of studio programs available within that format.

The Boston Architectural Center Professional Program in Design takes the form of a Studio which meets with faculty contact for nine hours per week, consisting of one evening and two daytime meetings. Students are expected to sustain their studio work out of normal class hours to the extent of approximately nine hours per week, and in addition, to carry a normal load of two evening lectures per week. Inasmuch as the typical Boston Architectural Center student is a full-time employee in a related segment of the profession, may well be married and have children, and frequently lives at a distance from the Center, a high degree of motivation is required to sustain a satisfactory performance in the Professional Program.

A brief characterization of the students:

Thomas Cunningham: A fifth-year Center student, who was under Mr. Stahl's direction in the Professional Program in Design for the academic year 1968-1969. Mr. Cunningham is a dedicated, thoughtful and serious architectural student capable of first-quality sustained contribution.

Kenneth Hubbard: A fourth-year Center student with considerable working drawing and office administrative experience. Mr. Hubbard proved a reliable recording secretary and provided continuity and stability at a detail level.

Michael Interbartolo: A fifth-year

Center student with some Technical Institute and University-level background, President of the Boston Architectural Student Body, and during the course of the Project elected President of the National Association of Architectural Student Bodies. A political activist, and a product of one of Boston's underprivileged neighborhoods, Mr. Interbartolo brought talents and insights which were to prove of great value as the Project developed.

Michael Kerestes: A graduate planner who had been professionally engaged for more than a year in a project to identify and organize open space resources for a number of Rhode Island communities. Mr. Kerestes remained with the Pilot Project through its first semester only, that being his sole attendance at the Boston Architectural Center.

John Scaldini: A first-year Center student with a previous degree in Business Administration from Boston College. Mr. Scaldini is a Principle of an active and successful General Contracting organization operating within the Boston Metropolitan Area. His executive abilities and detailed knowledge of construction and costing proved unusually valuable to the Project.

Roger Widmann: A third-year Center student with two years of Junior College background. Mr. Widmann proved able to contribute creatively well beyond his level of professional training and maintained a high level of commitment throughout the entire project.

SELECTION OF PROJECT AREA:

Prior to the first formal Studio meeting, Messrs. Stahl and Rettig had drafted a list of potential project areas within the Boston City limits, based upon their personal knowledge and general criteria of architectural and environmental quality, topographic identity, and retrieval potential. The Project areas thus nominated were Maverick Square, East Boston; Jeffries Point, East Boston; Savin Hill, Dorchester; and Highland Park.

The Project schedule set aside several weeks for active student/faculty field investigation, development of detailed criteria for selection, and testing of selection methods.

Accordingly, site visits on foot for visual observation, note-taking, sketching and diagrammatic recording of visual impressions were scheduled for daytime class hours. Photography as a means of recording data was prohibited in an effort to obtain maximum personal exposure and to encourage the development of other means of recording personal impressions obtained in the field, discussion of alternative methods of project area selection, and the development of project area selection criteria.

A determined effort was made to establish criteria and a competent rating system so as to insure an "objective" selection process. The detailed criteria were arrived at in a collaborative process, and appeared to be a logical outgrowth of the more general feelings of the faculty which had led to the original nominations. The following criteria were chosen: architectural significance, topographical significance, focusing of activity, naturally defined boundaries, environmental amenities, environmental problems, and opportunity for change. By a process of voting, a numerical value was attached to each of these categories for each of the four districts under consideration, the highest score thus representing the most eligible project area. This process resulted in a selection of Savin Hill (Dorchester), a result which

proved unacceptable to virtually all of the participants in the selection process. The reasons for this judgment throw some light on the shortcomings of the criteria and rating system attempted, inasmuch as Savin Hill is a highly stable, middle-class residential neighborhood, presenting no significant problems or potentials other than those of continued conservation.

An alternative approach was then initiated in which the four most obvious problems and/or potentials of each area under consideration were listed. This had the effect of making explicit the individual character of each project area, and served to clarify and organize the impressions formed in the field. It did not, however, dispose of the problem of selection, and it relied to a greater extent upon complex and subjective judgments leading to the selection of the limited number of broad characterizations.

At this juncture it was decided to prepare arguments on the merits of each project area's candidacy, to present and discuss them, and within the limited time available, to vote for selection. On this basis the Highlands area gained unanimous support and became the subject of the Pilot Project.

The essential elements which set the Highlands area above the other areas under consideration were as follows:

- [1] Its broad range of architectural styles, periods, and forms of development, for which representative examples of distinction still exist;
- [2] Its topographic identity and interest, the presence of significant open spaces, views and vegetation; and
- [3] Its high level of vacancy (both building lots and structures) and deterioration despite a continuing and severe shortage of housing in the Metropolitan area.

Of all the areas considered, Highlands thus presented the greatest need, potential, and interest for architects embarking on a survey and planning program.

INFORMATION GATHERING AND PROCESSING:

A substantial part of class time was spent in gathering and processing information about the selected study area, Roxbury Highlands. The information was of two main types -- primary (that gathered in the field by Studio members) and secondary (that gathered by others and adapted by the Studio).

Primary Information -- Building Inventory and Photography: Primary information about the study area was organized in terms of a building-by-building inventory, with a separate 8-1/2 by 11 inventory sheet for every structure (except subsidiary structures such as detached garages). Before the inventory was begun, several class periods were spent taking extensive walks around the study area, covering more or less every street.

On these walks the members of the Studio became more familiar with the overall character of the area, and ascertained the most logical geographic limits for the survey project. The next step was devising the particular inventory form to be used. The model chosen was the Cambridge Historical Commission's survey form, modified through class discussions and field trials to the version shown in Figure 1 (Appendix). This form groups all field gathering data in the center part of the sheet (making for ease of use on a clipboard), with space for photographs at the top and for map dates, assessment information, and site plans at the bottom. Field-gathered information was simplified to the following categories, each occupying a separate line on the form: address, name (where appropriate, such as for a church); present use; original type (for residential buildings, which comprise the vast majority of Highlands); structure and wall cover; number of stories; roof; noteworthy features (several lines of space here); amount of exterior alteration; and estimated date of construction. The fact that at least one photograph and a site plan were to be included for every structure meant that extensive verbal description (especially of siting, relationship to surrounding buildings, etc.) could be eliminated. Particu-

larly subjective categories of information such as physical condition (hard to judge accurately from cursory exterior inspection) were not included. Estimated dates were clearly labeled as such, with separate spaces for map date, documented date, style, and architect (for subsequent determination when possible). Space was provided for the date of the field work and the initials of the person doing it.

The inventory was conducted in teams of two, each team covering an assigned portion of the survey area. Teamwork enabled discussion of debatable points during the inventory, while those compiling the information were still in the presence of the buildings. Photography (35-mm black and white) was carried out separately, because only a few members of the class owned or knew how to use cameras and because simultaneous use of cameras and clipboard was cumbersome. A record was kept of the address of buildings photographed, for subsequent use in filing the contact prints on the inventory sheets. While the students were doing inventory work, Messrs. Stahl and Rettig spend several class sessions taking colored slides of the more photogenic landmark buildings and general views emphasizing environmental character, building relationships, topographic elements and the like..

Secondary Information:

During the weeks when the inventory was being conducted, members of the class contacted different public agencies and private organizations in search of already assembled information pertaining to the survey area. The sort of information gathered in this way fell into three main categories: base information (maps and other documents showing existing conditions in the area); historical information about future changes in the area (proposed highways, public transit, schools, etc.). The Boston Redevelopment Authority was a prime source for all three kinds of information, but primarily for base maps (all a few years out of date but still useful.) Sources for historical information were the Roxbury Historical Society, Massachu-

setts Historical Society, Boston Athenaeum, Boston Landmarks Commission, and Suffolk County Registry of Deeds. Sources for future plans (besides the BRA for the Campus High School and Washington Park projects) included the Massachusetts Department of Public Works (expressways) and the Massachusetts Bay Transportation Authority (rapid transit relocation). Current assessment information proved difficult to obtain because the study area was too far out of downtown Boston to be included in the Real Estate Board's annual printed assessment book. Eventually it was possible to acquire computer printouts of the area's assessed valuation by address.

Information Processing:

The next step was putting all the primary and secondary information together. One aspect of this work was the compilation of base maps suited to the project's purpose; for this the BRA base maps were traced, but corrections were made on the basis of information received from other agencies. Most of the processing time was spent supplementing the field-gathered data on the inventory sheets. Three separate tasks were required: 1) attaching photographs; 2) tracing site plans (from blown up BRA base maps); and 3) map-dating (using a series of old maps and real-estate atlases, copies of which had been made from originals in various sources). Assessment information was handled in a different way from that originally contemplated. An example of a processed inventory form is shown in Figure 2 (Appendix).

Evaluation of Information Gathering and Processing Phase:

The inventory form devised for this project proved suitable for the purposes intended. One minor improvement (in the interests of speed in the inventory process) would have been the listing of specific kinds of wall cover (brick, wood, clapboards, asbestos shingles, etc.) on the form, to eliminate the necessity of writing out this information in every case.

There was room for improvement in the timing of the information gathering and processing experiences. In the interest of efficiency, all the field inventory work was done first (to take advantage of fall weather and to ensure completion before winter set in), then (after receipt of the necessary documents) the map-dating and other processing operations were carried out. Furthermore, the same people did not necessarily deal with the same sections of the survey area in the different operations. Thus, there was less opportunity for learning and mistake correcting than there would have been if each field session had been followed up by a processing session, with each person processing his own inventory forms. On the other hand the students all participated in the full range of tasks and operations (except perhaps photography) and managed to expose themselves, for one or another of the tasks, to nearly every section of the survey area, providing a broader view of the area's overall characteristics.

Development of a Relationship with the Action Program:

Through discussion prior to going out into the field, the members of the Studio were sensitive to the innate antipathy and suspicion of a residential neighborhood under stress toward "outsiders", especially those of the official variety. Preliminary visits indicated that the Highland's neighborhood was not visibly dangerous, but seemed relatively benign and quiet. Inasmuch as the Boston Redevelopment Authority, the Model Cities Program, and other Boston City agencies had acquired a bad reputation in the City's underprivileged neighborhoods, it was decided that in any encounters with the residents, Studio members would explain the informal and non-official "student-project" aspects of the program and elicit neighborhood support and cooperation wherever possible.

Early in December, 1969, a street encounter occurred between two members of the Studio and two members of the Action Program, a black activist neighborhood organizing force. The representatives of

RAP made clear that outsiders taking photographs and writing down facts and observations about their neighborhood were not wanted.

On December 9 two members of RAP called in at the BAC and briefly discussed their position and the nature of their program with the students. In reply, the Studio composed a letter to George J. Morrison, Executive Director of the Action Program. This letter set forth the framework and purposes of the Pilot Project and indicated the desire to meet with both individuals and groups, to learn more about the goals of political forces within the neighborhood and to obtain input for later planning phases. A copy of the letter is included as Figure 3 (Appendix).

While awaiting a reply, the Studio decided to stay out of the neighborhood, in order not to aggravate the situation. At this stage, Studio activities were interrupted by the Christmas recess.

In response to the Studio's letter, Mr. Morrison arranged a meeting for 13 January 1970 at the Action Program headquarters at 63 Lambert Avenue, -

Those in attendance were Mr. Morrison, William Doebele and Marie Kennedy of the Urban Field Service of Harvard University, Messrs. Stahl and Rettig. It was at this time that we learned about the consulting relationship which had been developed between the Action Program and the Urban Field Service. The meeting served to convey the intent of the

Action Program to develop strategies and a "master plan" for black control of neighborhood development, leading to accomplishment of a model black community in the City of Boston. RAP and its consultants expressed in the strongest terms the need to ensure against middle class white exploitation and real estate speculation resulting from local notoriety and enthusiasm for the assets of the neighborhood generated by ill-considered word-of-mouth communications or any form of publicity.

To this end, the Urban Field Service had

agreed to consult solely to RAP, to consider all information privileged, and to refer all policy to the RAP Board of Directors. The Urban Field Service had committed the involvement of architectural, planning, law, and business administration students to staff their consulting assignment under the general direction of Professor Doebele.

Although it was apparent that an historic and environmental inventory was a low-priority item in RAP's overall community development scheme, Mr. Morrison acknowledged that under certain conditions a collaborative enterprise might be considered.

These conditions were stated as follows:

[1] No information on inventory sheets referring to assessment of land and buildings;

[2] Studio members to undertake search in ownership to expose absentee owners, slaws and paper corporations;

[3] Signed statements from all members of the Studio confirming the confidential and unique relationship with RAP;

[4] Complete processing of inventory data;

[5] Provide RAP with copies of all data considered relevant.

Much discussion and soul-searching ensued in the Studio as a result of the proposed RAP conditions. In a general way the Studio found it difficult to make a unique commitment to a special interest group without having had exposure to other consti-tuencies of the neighborhood. The RAP relationship implied cutting off other potential means of communication and information gathering, and the RAP conditions would prevent a broad distribution of project information and findings to other concerned and involved residents and agencies.

On the positive side it was considered that Mr. Morrison appeared to be an effective and convincing community leader, and that

the involvement of Professor Doebele and the Urban Field Service indicated a degree of sophistication of approach and of confidence already established. As a consequence, the Studio replied by letter in the affirmative, setting forth its view of the Project - RAP relationship in its own terms, and signifying a willingness to countersign the document should it prove agreeable to RAP and its advisors. A copy of the amended and executed version is included as Figure 4 (Appendix). A copy of a letter attachment from Sanford R. Greenfield is included as Figure 5 (Appendix).

A number of weeks were consumed in these exchanges of letters and formalities leading to ultimate agreement, during which it was possible to complete essential Studio processing of acquired inventory data.

Initial Planning Studies:

The successful accommodation of the Studio and RAP in a working relationship altered the priorities of the planning phases of the Pilot Project. Considerable Studio time was devoted to the question of the impact of this new relationship upon the planning process and the manner in which community input could be acquired through the RAP association. Messrs. Stahl and Rettig encouraged open discussion of the problems and potentials of the RAP program in order to encourage an awareness of the political, economic and social dimensions of the situation. The RAP Program served to focus the commitment of the students and to highlight their diverse backgrounds in a continuing evaluation of neighborhood goals and strategies. This process proved to be of great educational value.

Planning Documents:

The base maps already mentioned were at this time completed with a view toward discussion with RAP and the Project Advisory Board. These maps were prepared in reproducible form, and consisted of:

[1] The immediate Highlands study area;

[2] The study area incorporating existing surrounding conditions;

[3] The study area with proposed or contemplated future surrounding conditions.

[4] #3 above, plus topography;

[5] #4 above, plus relevant property lines.

Having obtained adequate base maps for data assemblage and planning analysis, a number of more active planning documents were undertaken. All models and documents were prepared to a scale of 1/100.

Topographic Model:

The topography and vegetation in the Highlands area strongly suggested a topographic model which would permit planning proposals to be undertaken in the proper context of slopes, view, architectural scale and orientation. The model was conceived as a working tool for the exposition of the topography, significant landscape and open space features, road system and existing key architectural elements; it was intended to serve as a matrix for the evaluation of development and design proposals.

Slope Analysis Map:

A typical slope analysis for varying gradients was prepared and provided a two dimensional reference for subsequent planning development.

Building Date Maps:

A map of building construction dates, based directly on the map-date entry of the processed inventory sheets. On this map, the date period of every building in the survey area was indicated by colour or hatching, the date periods corresponding to those of the available historical maps and atlases. On the final map, the date periods used were the following: pre-1873, 1873-1884, 1884-1895, 1895-1906, 1906-1915, 1915-1930, 1930-

1960, and 1960-1970. Map information was available to enable breakdown of the pre-1873 category into three further date periods (pre-1830, 1830-1858, and 1858-1873), but the information was not sufficiently accurate or complete to justify including it on the master date map. The date map provided a visual picture of the age of the survey area's surviving buildings and a fairly accurate idea of the way the area developed. The date map was even more informative when looked at in conjunction with the building use map.

Priority was not given to archival research, in line with the original objectives of the course toward ongoing planning. However, one class session was devoted to title searching in the Suffolk County Registry of Deeds, to give the students an idea of the procedures to follow in using grantor-grantee indexes, deed books, and other Registry devices. Several buildings of the 1870's were specifically dated in this way.

Building Use Map:

The typical land use format was rejected as relatively unenlightening in a neighborhood so predominantly residential. A map was devised based upon building type and use, categorizing residential units by their original horizontal or vertical occupancy divisions. This arrangement, through coding, made apparent the groupings of types of living accommodation as originally built. Although considerable internal alteration has taken place in some buildings, the basic limitations of the vertically or horizontally divided units in their single and multiple family forms still determine the living patterns available within existing structures capable of rehabilitation.

Territorial Characteristics Map:

This map was developed to indicate the existing hierarchy of accessibility/privacy in the outdoor spaces of the neighborhood; it ranked streets in four categories from major through-traffic carrier to local cul-de-sac, and organized open

space in terms of gradations of privacy, from clearly public to clearly single family private. The resulting mosaic made clear certain broad similarities and differences in patterns of residents orientation to access and use of open space.

Zoning Map:

For record purposes, the existing zoning was transferred to a current base map.

Existing Vehicular Pattern:

Although the volumes of traffic were unobtainable, a general impression of hazardous conditions and dangerous patterns was formed through discussion with local police officers. This information, together with existing vehicular flow patterns was mapped to show vehicular/land use conflicts in the present system, including public transportation components.

Tentative Proposal for Vehicular Pattern:

This map was used to illustrate how alterations of street direction, i.e. one-way vs. two way, could be used to eliminate major hazards and conflicts, enhance privacy and make apparent the street and area hierarchy identified in other planning documents. It emphasized that traffic signs and painted lines are inexpensive planning tools with which a neighborhood group may work in collaboration with the City to resolve some areas of conflict within a residential district.

Map of Proposed Planning Districts:

A number of attempts were made to identify relevant planning districts within the larger neighborhood study area. A lack of detailed knowledge of the social functioning of the neighborhood made it impossible to identify more than two or three focal points of community activity, leaving considerable gaps undefined and subject to conjecture.

The ultimate subdivision proposed was arrived at by grouping common physical char-

acteristics and relationships. By this means a reasonable number of functionally justified planning districts were ultimately delineated. Subsequent review with RAP indicated that most of the tentative subdivisions had a functional relevance in local terms.

Computer Handling of Data:

An experiment in computer handling of inventory data was an important element of the planning analysis stage. This experiment was made possible by the existence of a computer course at the BAC and by the participation of one of the Studio students, Susan Oransky, in that course. For a sample block, information about the block number, address, building type, material, number of stories, date, and lot size of every parcel was put on punch cards, and a few sample programs were tried out (such as a program to find the number of brick houses built between 1884 and 1895). If extended to the entire survey area (or better yet, to an even larger area as part of a more extensive survey), this kind of data system would provide valuable statistical and developmental information not otherwise obtainable. Assessment data would have been included on the punch cards, except the printout sheets from the Assessors' office proved insufficiently complete to justify a thorough program use of the information.

RAP/BAC REVIEW:

The Studio had looked forward to an active participatory role with RAP and its Urban Field Service Advisors, and the students, in particular, had hoped for considerable exposure to the decision-making process of such a community enterprise. The realities of an over-worked and understaffed community organization and the lack of flexibility of the academic schedule precluded this day-to-day form of involvement, and made all the more important the few BAC/RAP meetings which could be arranged. The Studio, therefore, spent considerable time organizing its material and the proposed agendas for

these meetings.

The initial formal review (20 March 1970) afforded the students their first exposure to George Morrison and his Urban Field Service associates; the meeting took the form of an exchange of views as opposed to a formal review of materials assembled and data previously organized.

It was apparent that a number of short range goals of considerable importance to the neighborhood could be advanced through use of material at hand in the Studio and through properly coordinated student efforts, and a number of specific RAP projects were given priority at this time. The longer range programming and planning components originally envisioned were therefore postponed in favor of rapid response to these requests.

Ownership and Assessment Information:

In order to advance the prospects of community self-determination, RAP wished to assemble ownership and assessment data for all parcels of property within its neighborhood planning area; analysis of these data would indicate the extent of absentee ownership and its correlation with deteriorated physical conditions, the availability for purchase and rehabilitation/new construction and the City of Boston tax title and other institutional ownerships. From a map displaying this information a strategy for community development might be generated.

The importance of this information was immediately recognized by the Studio, and ultimately arrangements were made with the City of Boston Assessing Department to release computer stored information on ownership and assessment directly to RAP for its evaluation.

Demolition/Conservation Recommendations:

The Studio compiled a list of vacant buildings most worthy of demolition and those of conservation, for, for presentation to the Building Commissioner in hopes of avoiding a haphazard demolition program

occurring through reaction to occasional neighborhood complaints and superficial surveys. These lists were compiled on the basis of a reasonably objective point score rating system including factors of architectural style, effect of demolition on surrounding environment, and physical condition in terms of potential for economic rehabilitation.

Identification of Neighborhood Structures Most Appealing to Architecture Buffs:

The Studio prepared a subjective evaluation of structures in the neighborhood most likely to appeal to interested enthusiasts with a taste for interesting architecture and environment. These structures were seen as constituting potential hazards to a community's self determination by attracting outsiders whose values would tend to be at variance with those of RAP, and whose interests might be able to capitalize upon the neighborhood assets and undermine community control.

Architectural and Environmental Walking Tour:

A walking tour route was developed which brought together the greater portion of significant buildings, building groups, and environmental features. This information was organized in a simple map designating individual buildings and available views, and was also capable of illustration by colour slides taken by the Studio in the course of the program.

Turnkey Housing Rehabilitation:

The Studio was made aware of a pending RAP proposal to the Boston Housing Authority to rehabilitate a significant and unusually handsome row of brownstone town houses currently vacant and in City ownership. The Studio made available its contractor member John Scaldini, Jr. whose assistance in preparing the proposal was essential to furthering this effort.

Other Projects:

In addition, a number of specific assign-

ments were undertaken by various members of the Studio, including a review of the feasibility of other RAP rehabilitation programs; preparation of floor plans of several RAP owned buildings; inspection and review of an existing building proposed for use for neighborhood retail purposes.

The various RAP initiated projects and the further development of planning documents already undertaken consumed the remainder of the Studio time available within the second semester at the BAC.

A summary meeting, in late May 1970, included Mr. Morrison, members of his Board of Directors, members of the Urban Field Service and the Studio and made possible, for the first time, in depth discussion of planning documents which had been under preparation for some months.

SYNTHESIS:

Community involvement and its priorities had not permitted synthesis of survey materials into the community development phase during the academic year 1969-1970. Since it was not possible to implement a continuing studio during the following year, the aid of persons associated with the Center was sought to complete the study.

Pietro Ferri, a faculty member, knowledgeable of the Center's approach and interests was invited to act as project manager in this synthesis. Mr. Ferri, a graduate of Rome University and of MIT in architecture, brought to the study his experience in historical renovation in Boston and of restoration in his native Rome. He participated in a number of meetings with RAP and UFS during the academic year, and initiated a demonstration study of John Eliot Square.

The remainder of the study was continued in late June, 1971, by another member of the faculty, Alice Coggins, with a background in architecture and planning, who proved to be familiar with the general study area.

The synthesis phase found objectives of the various concerned parties differed and had changed in scope since the 1970 studio report. Impact of the studio plus a gradually changing community posture opened further possibilities for synthesis of the studio effort into a community physical development plan. This was particularly in line with the needs and interests of RAP. Further collaboration with RAP was emphasized in order to lend reality to the proposals, and yield a product which could serve as a departure point for future planning in the area. An attempt was made to relate to UFS studies for the sake of continuity.

Contact was established with the various community or public agencies in the area in order to increase the understanding of needs and issues within the community.

The final report records information about the physical structure of the community developed during the course of the study, and suggests certain implications of physical topography and context. Certain potentials or possibilities available for development of community amenities, such as pedestrian ways, open space, and so forth, are illustrated. The maps presented each develop a piece of information, which when taken together in evaluation and the making of planning decisions, can assist the decision process and contribute to the orderly growth and change of the community. Emphasis has been placed on preserving the historical assets of the community, and significant available historical information has been consolidated in the report for the sake of record. A brief syllabus has been outlined in the interest of those concerned with conducting similar studios.

2

HISTORICAL CONTEXT

ARCHITECTURAL HISTORY OF HIGHLAND PARK AREA,

[Washington Street to Columbus Avenue, Linden Park Street to Marcella Street, including John Eliot Square, Kittredge Park, Highland Park, Cedar Square]

Colonial, Revolutionary, and Federal Periods:

From the founding of in 1630 until the second quarter of the 19th century, the Highland Park area was a sparsely settled agricultural upland adjacent to the main village at Dudley and Eliot Squares. The only road from Boston to inland towns passed through , dividing at Eliot Square into the road to Dedham (Centre Street). The Dedham Turnpike (present-day Washington Street south of Dudley Square) did not open until 1803, and Highland Street, the spine of the district, was not laid out until 1825.

There has been settlement at Eliot Square since the beginning of history. A meeting house was built there in 1632; the present First Church, Unitarian, built in 1804, stands on the same site. It is the oldest church building in the city and an excellent example of Federal meeting house style. Also in Eliot Square are three other early buildings--the Dillaway house at 183 Roxbury Street (ca.1750; originally the church parsonage); Ionic Hall, now St. John's Episcopal Church, at 149 Roxbury Street (1803); and the Spooner-Lambert house at 64 Bartlett Street (ca.1780). Other early buildings in Eliot Square have been replaced over the years with newer structures.

Highland Park proper, on Fort Hill, is a particularly important physical reminder of early history. In the summer of 1775, forts were built in Highland Park (the High Fort) and on Highland Street between Linwood and Cedar Streets (the Lower Fort, now totally built over) as part of a ring of defenses that ultimately resulted in the evacuation of the British from Boston. The High Fort was an earthworks fortification with corner bastions;

it survived until construction of the water standpipe in 1869 and was restored after 1895 to designs by landscape architect Frederick Law Olmsted.

Other than the fort site and the few early buildings and streets around Eliot Square, nothing survives in the study area from the Colonial, Revolutionary, or Federal periods. The area's principal development came after 1825 through the subdivision of farmland into suburban lots.

1825-1870: Suburbanization

The beginning of suburbanization in Highland Park came in 1825, when a group of citizens bought a 26-acre parcel including the site of the High Fort, laid out Highland Street and Fort Avenue, and divided the land among themselves. The purpose of the association was to create a pleasant residential community and to preserve and embellish the Fort. Several houses were built, one of which (140 Highland Street) still survives to suggest the semi-rural character of the area at the time. The Hales map of 1832 shows Highland Street with four houses along it but no other streets except Centre Street and the cluster around Eliot Square; Fort Avenue, although laid out in 1825, was apparently not built right away.

In 1835 Alvah Kittredge purchased several large parcels of land, one of which included both sides of Cedar Street from Centre Street to Washington Street. The following year he built his columned Greek Revival mansion on the old Lower Fort site on Highland Street between Linwood (yet to be laid out) and Cedar. The house still survives at 10 Linwood Street, moved from its original position and hemmed in by later buildings. Kittredge, who donated Cedar Square to the town in 1851, was responsible for developing much of the Highland Park area in the years from 1835 until he sold his mansion in 1866 (he died in 1876). The pattern of development during this period consisted of a gradual selling off of individual lots on which detached single or double houses were built, either by the

original developer (such as Kittredge), by a builder on speculation, or by the new owner for his own use.

Besides the Kittredge house (owned after 1871 by Architect Nathaniel J. Bradlee), the other major Greek Revival mansion in Highland Park is the Edward Everett Hale house, originally fronting on Highland Street but now around the corner at 12 Morley Street. The Hale house was built in 1841 by a carpenter named Benjamin Kent on a parcel of land bounded by Centre Street (where an earlier house stood), Highland Street, and what became Highland Avenue. Kent sold the property to Charles Bradford in 1842, and Bradford sold to David Goddard in 1848 with only the Highland Street portion of the land. Mary Goddard sold to Edward Everett Hale in 1869, but only a small lot went with the house at that time.

The easterly parts of Norfolk, Lambert, Millmont, and Dorr Streets, once part of the William Lambert estate, were developed beginning in the 1830's by Nathaniel Dorr, who built the two stone houses on the parcel--21 Dorr Street (1830's) and 34 Lambert Street (ca.1840), the latter his own residence. Other sections of the survey area were developed in a similar way, so that by the time of the 1858 map, a grid of small streets and a substantial number of buildings had supplanted the paucity of settlement shown on the 1832 map. By the time of the 1873 Hopkins atlas, nearly every street now present was in place, but development had begun to take a different form through introduction of row housing. Previously, single and double houses, nearly all of frame construction, were the only types built. Their size and elaboration varied, and small and large houses were often built in close proximity, although the mansions were generally located on the largest or highest pieces of land. All the mid-19th century styles are represented--Greek Revival, Gothic Revival, Italianate, Mansard, Stick Style. A particularly elaborate and well preserved example from the end of the period is the mansard-roofed Stick Style house at 174 Highland

Street (ca. 1870).

1870-1900: Intensification of Land Use

Row housing first appeared in the Highland Park area about 1870, and for a few years it dominated the building scene. Unlike the Back Bay, where most row houses were built for individual owners, the suburban row housing of Highlands was built in blocks by developers and then sold off house by house. Some rows were elaborate, such as the marble-fronted block at 28-46 Cedar Street (ca. 1870) or the brownstone block at 15-27 Highland Avenue (1873). (The latter houses were described in deeds as "octagon front free stone dwelling houses.") Most Highland Park rows were built of red brick, such as those on Fort Avenue, at 1-3 and 5-8 Kittredge Park (1871-1874), or on Morely Street (1872). Development of the land around the Hale house exemplifies the intensification of land use in this period. Mary C. Goddard, owner of the Greek Revival mansion and its Highland Street grounds, sold to Hale in 1869 only the house and about a quarter of the land. The rest she sold to four other purchasers over the next four years. The largest purchaser was Simon Cheever, who built the elaborate Highland Avenue row in 1873 and the more modest Morley Street rows in 1872. The row at 5-8 Kittredge Park and a frame double house at 11-13 Highland Avenue completed the development of the parcel, except for the 20th-century moving of the Hale house to face Morely Street and the building of the Lutheran Church in front. Elsewhere in the district, similar subdivision was occurring, although the row-house boom was a phenomenon of the early 1870's, and those estates that held out until later were generally built up with multiple-family housing types rather than rows. The Depression of 1873 halted building activities nearly everywhere, and there was no exception.

The first and grandest apartment house in the area was the five-story brick building at 68-70 Bartlett Street. Known as



the Hotel Eliot, it was built in 1875 and even merited publication in the *American Architect and Building News* (vol.2, no.55, Jan.13, 1877). The architect was J.H.Besarick. Subsequent multiple-family housing in the area was more modest. The frame three-decker became the most prevalent form in the 1880's and 1890's, with examples ranging from elaborate (103 Highland Street) to conventional (188-196 Highland Street). The difference between single-family and multiple-family housing lies in the presence or absence of horizontal divisions between living units. Even row houses are single-family types because each vertically divided unit (together with the land on which it stands) is capable of separate ownership.

The most intense and most urban development in the Highland Park area occurred at the turn of the century, when two estates on Kittredge Park were subdivided and built up with three-story brick tenements. This was when Kittredge house was moved to its present position at 10 Linwood Street, and another Greek Revival house that originally fronted on Kittredge Park was all but enveloped (9 Millmont Street).

1900-1970: Change and Decline

By 1900, the Highland Park area had become about as fully developed as it would ever be. Buildings continued to be erected filling in vacant lots or previously unbuildable land (see the three-deckers on the steepest part of Beech Glen Street). One major 19th-century estate, that of James Felt Osgood, remained to be broken up. When it was subdivided after 1915, the buildings constructed there were detached frame two-family houses (Logan, Thornton, and Rockledge Streets).

More recent history has brought a reduction in intensity of land use, as vacant or un-maintainable buildings have been demolished. Through this process, more vacant lots exist now than at the turn of the century. Except for the Fort Hill Apartments in 1969 there has been no new residential construction since the 1920's.

The reasons for this situation are tied up with the decline of the neighborhood as a desirable place to live, despite its architectural and environmental assets. The process of decline has gone on through the 20th-century and in some instances began earlier. The original farming community became suburbanized in the mid-19th century, reaching its peak of development around 1870. Fast, efficient streetcar service from Boston made this development possible, but extension of the service westward opened up outlying regions for settlement for those who wished to move on. The coming of the automobile in the 20th century enormously increased the commuting range. The Highland Park area was passed by, occupied by successively poorer groups of people as their predecessors moved away. The next chapter of the area's history is about to be written, as Highland Park is rediscovered as a desirable place to live, and as inroads are made against the physical decline of the aging buildings. The architectural historian hopes that the best of these buildings will be respected and enhanced as Highland Park enters its next phase of development.

Postscript: Civic, Institutional, Commercial, and Industrial Buildings

Most of the buildings in the study area are residential in use, but there is also a scattering of non-residential buildings. Many of them are of high architectural quality. The First Church--a landmark of city-wide importance--has already been mentioned. Behind it at Putnam and Dudley Streets is the Dudley School, built in 1874 on the site of the former Roxbury Town House. Within sight is the curved, brownstone-fronted Cox Building of 1870 at Dudley and Bartlett Streets. Both these structures--one civic, the other commercial and residential--are excellent examples of Victorian style and important components of the Eliot Square environment, well worth rehabilitation for new uses. The Dillaway School on Kenilworth Street (1882) is also a good building, although less important architecturally and environmentally than Dudley School.

The Norfolk House, built in 1853, stands on the site of an earlier frame building that also served as a hotel, dating back to the days when was an important transportation route between Boston and southern and western towns. The building's subsequent history as a settlement house is illustrative of the subsequent social history of the whole neighborhood, and its position on Eliot Square is visually significant. Another institutional building of significance is the former Fellows Athenaeum at Millmont Street and Lambert Avenue, built in 1872 to designs by N.J. Bradlee (owner of the nearby Kittredge house after 1871).

Industrial buildings, which formerly abounded in lower and the Stony Brook Valley, are rapidly disappearing as highway demolition and simple obsolescence take their toll. One such structure still surviving in the area is the former Louis Prang lithographic art plant at 288 Roxbury Street. A fine example of a 19th century industrial building with the owner's house on the hill above (45 Centre Street, now extensively remodeled), it, too, is worthy of attention for preservation.

Robert B. Rettig
Project Director
Boston Landmarks Commission

August 20, 1971

Based upon Boston Architectural Center survey, 1969-1970, and on research by Thomas Blackwell for the Boston Landmarks Commission, July-August, 1971.

THE DISCARDED SUBURBS: AND NORTH DORCHESTER 1800-1950

The following has been excerpted from the document of that title prepared by Sam B. Warner, Ph.D., Instructor in History, Harvard University, June, 1961, published by Action for Boston Community Development.

The paper provides an interpretation of the economic and cultural forces that contribute to the American pattern of "building and discarding", and deals with the human aspirations that lie beneath the suburban idea --and the human and material waste that results when low income families follow the fleeing suburbanites. Dr. Warner sees that cycle as the history of the 'gray areas' that ring American cities and an understanding of its nature as critical to planning for the future of our cities.

"Though the history of the building and discarding of and North Dorchester during the century from 1850 to the present is in its detail a complicated one, its main outlines are clear enough. For the 170 years of their existence from 1630 to 1800 the towns of and Dorchester grew as peripheral villages to the dominant city of Boston. Eliot Square in Town Meeting Square and Meeting House Hill in Dorchester were village clusters in the usual New England tradition. The farmers of the towns provisioned the cities and during all this long history neither rapid growth nor sudden economic change disturbed the pattern of life within the two communities.

"The towns were not only settled examples of New England ways, but had been two of the brightest ornaments of the Bay Colony. In the seventeenth century was the home of John Eliot, the Puritan saint who devoted his life to the care and education of the Indians. In the 18th

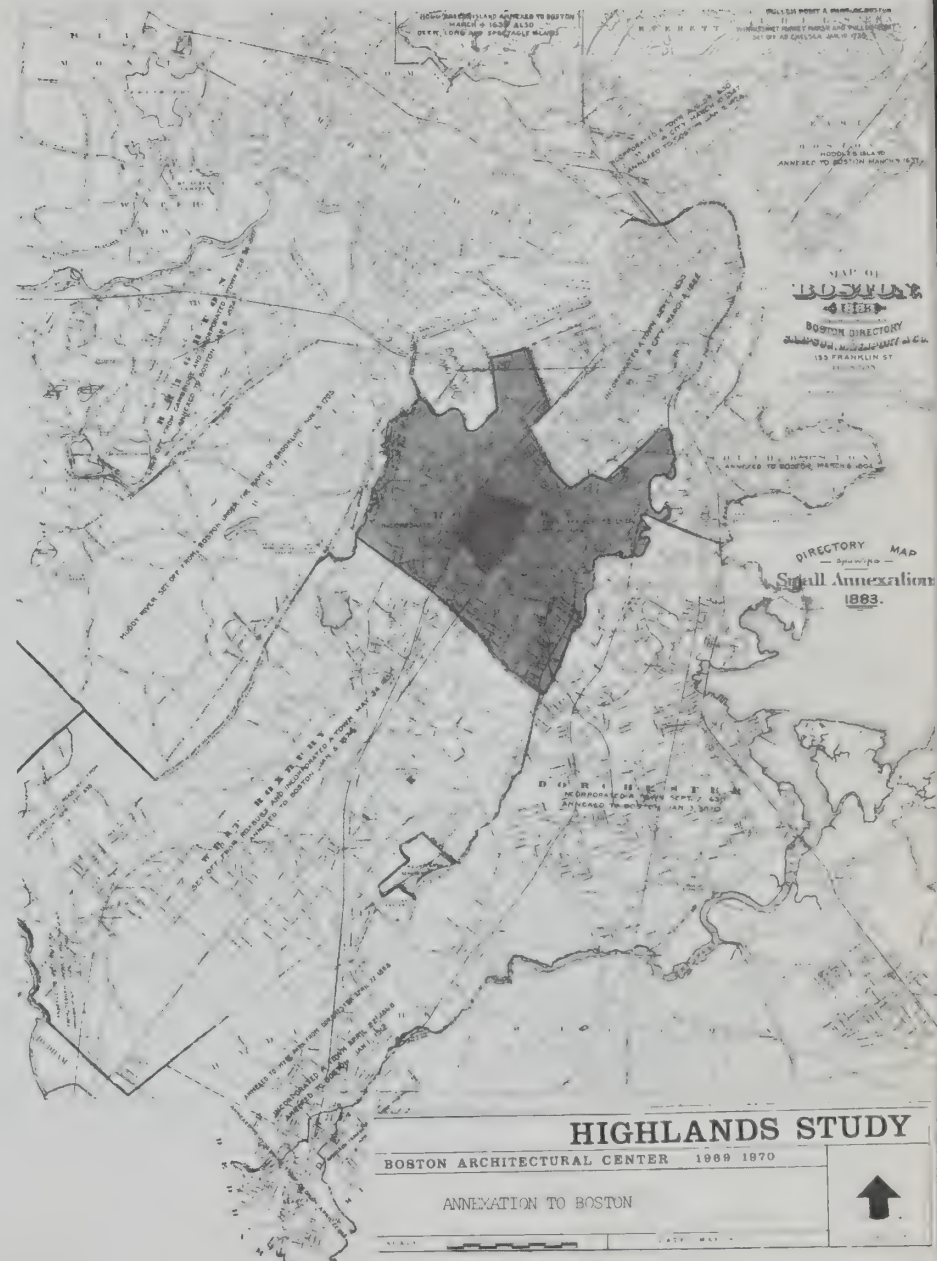
century it was the home of Dr. Joseph Warren, revolutionary companion of Adams and Revere and hero of Bunker Hill. Dorchester had been the first New England village to hold a Town Meeting and the first to institute a public school.

"Toward the end of the colonial period a new element entered the life of the two towns. It was not an event of much significance at the time, but it was a change of great future importance. In the mid-eighteenth century, men of wealth and leisure began to build country houses in the English manner in and Dorchester. Gov. Francis Bernard and John Hancock built summer homes in Jamaica Plain, especially was the site of these proto-estates, since it was located on the only road from the Boston peninsula. The South Bay, largely unfilled until the end of the nineteenth century, isolated Dorchester from the beginning waves of Boston settlement.

"During the first fifty years of the nineteenth century the town grew in two ways. The building of summer places and rural estates continued. Here, just beyond Boston, wealthy men from the city first demonstrated the suburban style of living. With the coming of the Boston and Providence Railroad in 1835, and the Old Colony in 1845, upper middle class business men began to imitate this manner. Their houses set on large lots of land, dotted the hills and best prospects of the towns.

"Though the number of people involved in this movement was small and their houses and grounds did little to change the basic physical arrangement of Highlands and North Dorchester, the movement was an important one. These estates of the wealthy and upper middle class railroad commuters stood as a model for all city dwellers to imitate.

"Here in and Dorchester men lived at some distance from their work and commuted daily to the city. Here the clustering of men of wealth produced a somewhat homogeneous suburb and



allowed these men by their concentration to dominate the local government. Finally here a safe and healthy environment for women and children could be provided. In 1850, in _____ and North Dorchester, there existed a full-scale demonstration of the new suburban patterns. Only the establishment of street railways was needed to turn this fashion into a mass movement. During the first half of the nineteenth century Lower _____, that part of the town between Dudley Street and the Boston line, developed in a different manner. It became a New England Mill town. Nearness to the port of Boston, the presence of water from Jamaica Pond and power from the Stony Brook provided the basis for the industrialization of Lower _____, for textile mills, printing establishments, founderies, rope walks, lumber and stone yards. A diversified mill village began to grow in this district.

"Accompanying this industrialization little wooden houses and mill worker's barracks were erected. The well paid artisan, the common laborer, the foreman and the factory owner all lived near each other. Just beyond John Eliot's old church, Louis Prang, owner of _____ largest mill, built his house. It surveyed the roof of his factory and the roofs of the houses of his employees. Except for its suburban estates in the Highlands and in Jamaica Plain, _____ in 1850 was a New England Mill town. Because large numbers of the citizens worked within the town, the gradation of the job carried over into politics, churches and other associations. For good and ill, the gradation of work perpetrated a slowly changing but continuously identifiable leadership in the town.

"During the first fifty years of the nineteenth century, the local men of property and the estate owners together provided the municipal leadership in both _____ and Dorchester. Theirs was an orderly, responsible, but cautious practice of local government. In Dorchester the Town Meeting form of government persisted until annexation [1870]; in _____ the

town changed to a municipal charter in 1846. It was not forms of government, however, which destroyed _____ and Dorchester.

"The destruction of the old town organization of _____ began even before the mass invasion of the area by Bostonians. The dramatic historical event in came in 1851 when the wealthy suburbanites of Jamaica Plain separated their part of _____ from the old town. It was the wealthy families that began living according to the suburban idea. This idea contradicted the tradition of the township community, and as such _____ was destructive of any attempt to adapt the township tradition to conditions then developing in modern _____ or Boston.

"The suburban idea as practiced in the 1830's and 1840's was made up of a cluster of attitudes about family life and about the relationship of the family to its physical environment and its immediate community. The suburban idea was part of the early nineteenth century romantic movement, which began in Europe and America as a reaction to the beginning industrialization of the world. The suburban idea dealt with the family as a domestic, not an economic unit. Its principal beneficiaries were women and children, and indeed, their liberation was one of the great achievements of this era.

"Stemming from the romantic ideal of motherhood, the cult of the hearth and the mother manifested itself in many ways --in the reform of the kitchen and in the invention of hundreds of labor saving devices for the household task. Most of today's appliances, from the dishwasher to the potato masher were first patented in the 1840's to 1850's. The new cult was expressed in renewed interest in obstetrics and baby care, subjects previously avoided by most doctors. The cult manifested itself in architecture, in the fashion of the fireplace as the focal center of the home. Most important for the history of the city, the cult of the hearth and the mother considered woman and her home the center of morality in

opposition to man's world outside the home. Placing the home in opposition to man's world of work spelled destruction to the City; it lent an air of escapist point of view to thinking about the realities of industrial and urban conditions. From this duality came the idea of a moral community of homes as opposed to an immoral city of work. Unable to make the city into a proper environment for the mother and the family, the romantics abandoned it.

"The suburban idea of the early nineteenth century also incorporated the romantic discovery of childhood. In the eighteenth century there had been no childhood in the modern sense. Children were either infants or adults; in the nursery or training for work. The idea that there was a unique and worthwhile period between infancy and adulthood was a revolutionary change of perspective. During the first half of the nineteenth century the child developed as a special figure in literature. There was a wholesale multiplication of the invention of toys and the beginnings of a purely children's literature.

"Contemporaries took great interest in the education of children as such, and many experiments were attempted. The school at Brook Farm in West _____ was an outstanding local attempt to relate the new idea of childhood to education. It was probably not until the 1890's that the upper middle class gave a full demonstration of the romantic concept of a safe unregulated childhood, but the suburban homes and communities of the 1840's contained all the necessary ingredients for this way of life.

"In _____ Highlands, Jamaica Plain, and Dorchester there existed a community of homes of the wealthy where no child worked and no child was trained for a trade. These were places where parents could let children roam without supervision, secure in the knowledge that others of a similar moral code would guide their child, even though he were out of parental reach. Moreover, in these suburban communities the farms and gardens provided the phys-

ical objects which were thought to be necessary for the proper moral development of the child. The suburban idea, like its romantic progenitor, held that both children and adults needed to live surrounded by the objects of nature if they were to live a sane moral life."

..."The relationship between work and the family called forth the suburban idea. If this escapist response is to be broken, the conditions of work, both the individual job and the economy as a whole must be brought up to the standards of the school and the home. The suburban gardener and hobbyist was seeking to escape the shoddy work of the mill; more gardens in will only bring another suburban compromise, not a new community life.

"_____ and North Dorchester are now largely lower class districts and it is this class that suffers most from the suburban compromise. The township idea of the seventeenth and eighteenth centuries called all aspects of men's lives accountable to the community. Perhaps here in these towns where the town meeting began in American the township tradition could be revived. If such an attempt is made those that undertake it must realize they attempt a unity which at least four generations of Americans have felt impossible. The suburban idea was the compromise of a people who wished to live by two standards, a high domestic standard of morality, and a low work standard of morality. If a new community life is to be created in Boston there must be unity of morality not only between the family and its residential environment, but between the family and the job. To achieve this new community even on the small scale of two towns men must seek to support that new kind of community by bringing a similar work and home harmony on the scale of the metropolis and the nation. If they do not, the "renewed" _____ will be destroyed by the larger forces of the metropolis and the nation just as the old _____ was."



HIGHLANDS STUDY	
BOSTON ARCHITECTURAL CENTER 1969-1970	
1873	
DATE MAY 1970	



HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1989 1970

1884





HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1969 1970

1895



BY A. J.

DATE MAY 1970



HIGHLANDS STUDY	
BOSTON ARCHITECTURAL CENTER 1969-1970	
1906	
SCALE	DATE MAY 1970





HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1968-1970

1915



SCALE

DATE MAY 1970

BUILDING DATE MAP [developed 1970]:

A map of building construction dates, based directly on the map-date entry of the processed inventory sheets. The date period of every building in the survey area is indicated by coding, the date periods corresponding to those of the available historical maps and atlases. The following date periods are used: pre-1873, 1873-1884, 1884-1895, 1895-1906, 1906-1915, 1915-1930, 1930-1960, 1960-1970. Map information was available to enable breakdown of the pre-1873 category into three further data periods (pre-1830, 1830-1858, and 1858-1873), but the information was not significantly accurate or complete to justify including it on the master date map. The date map provided a visual picture of the age of the survey area's surviving buildings and a fairly accurate idea of the way the area developed. The date map proved even more informative when examined in conjunction with the building use map.

-  PRE 1973
-  1973-1984
-  1984-1986
-  1986-1906
-  1906-1915
-  1915-1930
-  1930-1960
-  1960-1970

HIGHLANDS STUDY	
BOSTON ARCHITECTURAL CENTER 1969-1970	
BUILDING CONSTRUCTION DATES	
SCALE 	DATE MAY 1970



NEIGHBORHOOD STRUCTURES IDENTIFIED AS
MOST APPEALING TO ARCHITECTURAL BUFTS:

The selection opposite is a result of a subjective evaluation of structures in the neighborhood identified by the Studio as most likely to appeal to interested enthusiasts with a taste for interesting architecture and environment. These structures were seen as constituting potential hazards to a community self-determination policy by their tendency to attract outsiders whose values would tend to be at variance with those of the community, and whose interests might be to capitalize upon the neighborhood assets and undermine community control.



HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1969-1970

HOUSES OF INTEREST TO
ARCHITECTURE ENTHUSIASTS



SCALE

DATE MAY 1970

ARCHITECTURAL AND ENVIRONMENTAL WALKING
TOUR: [developed 1970]

The walking tour developed opposite brings together the greater portion of significant buildings, building groups, and environmental features. This information, organized in a single map designating individual buildings and available views can also be illustrated by colour slides taken by the Studio in the course of the program.

ALL THE PROPERTIES SHOWN ON THIS MAP WERE RELEASED
ARCHITECTURAL AND ENVIRONMENTAL WALKING TOUR
NOTE: Some names and addresses may have been slightly
changed from the original source. All names are given as they appear on the map.

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HIGHLANDS STUDY	
BOSTON ARCHITECTURAL CENTER 1969-1970	
ARCHITECTURAL AND ENVIRONMENTAL WALKING TOUR	
SCALE	DATE MAY 1970



3

PLANNING APPROACH AND GENERAL PLAN CONCEPT

GENERAL PLANNING AND GUIDELINE CONCEPT
APPROACH:

Purpose: The need for general planning derives from problems in any community of defining and planning for both long term goals and the meeting of specific immediate needs.

General Plan Concept: A General Plan should be understood as an active and continually growing 'reference and guide' rather than as a complete and final product. It forms the framework for a continuing planning commitment, and gives direction for long range goals and objectives.

As short term or interim needs are identified, they must be tested against the overall community goals and objectives and integrated into the General Plan so as to complement long range development and not foreclose future planning possibilities and choices.

No situation is isolated, but is related to others. The General Plan attempts to establish these relationships, and, in addition, must constantly relate and adjust to new conditions and ideas. In this sense, it must be 'open-ended'. Recent experience with planning and renewal projects support the wisdom of such 'open-ended' projects, funded, developed, and evaluated on a year-to-year basis within overall long term planning frameworks.

The Plan should be periodically reviewed to check basic assumptions and directions, strengthen decisions, and discard obsolete or irrelevant assumptions.

THE PLAN DEVELOPED IN THE FOLLOWING PAGES IS PRELIMINARY ONLY, AND INTENDED TO STIMULATE DISCUSSION AND FORMATION OF COMMUNITY GOALS, PRIORITIES AND POLICIES. IT IS HOPED THAT IT MAY SERVE AS A DEPARTURE POINT IN INITIATING AN IN-DEPTH COMMUNITY DEVELOPMENT PLAN.

POLICY PLAN [STATEMENT OF COMMUNITY
OBJECTIVES]: (Edited: Goodman/Freund)

A policy is a course of action adopted and pursued in obtaining goals or achieving objectives. They are usually formulated to respond to an issue or crisis situation, and are designed individually to deal with a problem or set of problems. There is a need for an overall policy framework capable of anticipating change and of guiding decisions toward community needs and wants.

A policy plan should contain a range of policies which will guide subsequent planning efforts, and be used in preparation and administration of shorter range programs, plans and ordinances. The resulting General Plan should describe specific long range recommendations, specify general locations, and suggest needed projects and priorities.

First Level Policy: The first and most general level of policy is the objective (end destination). This level of policy deals with questions concerning alternative forms of development, rates of growth, character of economy, levels of desired public services and intensity of development.

Second Level Policy: Second level policy describes the route and method by which the objectives can be obtained. It indicates the kinds of action which will or can be used to achieve policies.

Third Level Policy: Describes the means for implementing policies.

If the lower levels of policy are adopted first out of sequence, they often are in response to specific needs or problems and there is no opportunity to consider properly all other levels of policy. A decision at a specific level immediately limits options and establishes direction. A number of such decisions will produce conflict. They are an 'expediency', and may rule out long term potentials and options for development in the community's best interests.

Example:

First Level Policy: The community decides it "wants to make the Central Business District a dominant feature of the region".

Second Level Policy: A variety of routes are available to achieve this. They can be determined by a citizen's council or planning commission, with planning professionals assisting in pointing out the alternatives:

- (1) Make the CBD more accessible;
- (2) Improve appearance of area;
- (3) Increase intensity of use in area;
- (4) Make CBD center of activity; and so forth.

Third Level Policy: (Policies become more detailed and professional planners more important, ie:-)

- (1) Make CBD more accessible:
 - a) Support regional highway projects to bring in more traffic to CBD;
 - b) Provide adequate parking; and so forth....

An array of policies such as this begins to reveal the price that must be paid for the objectives. Policy can be revised. It is important however, to recognize the impact of policies and not adopt or discard them casually.

THE FOLLOWING CRITERIA WERE IMPLIED OR SUGGESTED THROUGH DISCUSSION WITH VARIOUS AGENCIES OR GROUPS WITHIN THE COMMUNITY. THEY ARE PRESENTED FOR PURPOSES OF DISCUSSION AND DEBATE ONLY AND SHOULD BE DEVELOPED FAR BEYOND THIS PRESENTATION THROUGH DISCUSSION AND DEVELOPMENT BY COMMUNITY INTERESTS. THEY SERVE, HOWEVER, AS THE BASIS FOR PLANNING DEVELOPED IN THE REMAINDER OF THE REPORT.

AS A BASIC GUIDELINE, THEY SHOULD BE CHANGED, CORRECTED, EVALUATED AND ELABORATED UPON ON A CONTINUING BASIS.

DEFINITION OF SUCH CRITERIA AND ADHERENCE TO THEM CAN ASSURE A CERTAIN UNITY AND OBJECTIVITY TO THE COMMUNITY'S GROWTH OVER A PERIOD OF TIME. THEY SHOULD BE UNDERSTOOD AS AN EXPRESSION OF CERTAIN VERY GENERAL, YET IMPORTANT NEEDS.

THERE IS NO NEED FOR CRITERIA TO BE CONSISTENT. CONFLICTING CRITERIA FORM AN IMPORTANT PART OF PLANNING AND IDENTIFY AREAS WHERE PRIORITIES NEED TO BE ESTABLISHED.

THESE CRITERIA COULD BE CALLED 'FIRST LEVEL POLICY'.

PRIMARY COMMUNITY GOALS: PRIMARY COMMUNITY GOALS APPEAR TO BE THOSE OF IMPROVEMENT AND CONTROL. THE TWO ARE INTERRELATED.

Community Organization and Control:

Central to any program of community development along lines of community interest is the need for community organization and control. This involves clear definition of the area of interest and development of structures for total community involvement. These structures must be long term in nature because of the time span involved in any community development and change, and the need for continuity in programs.

[Planning becomes a vehicle and tool for implementing first level policy and with firm commitment on the part of the community can assure continuity of programs and orderly growth and change.]

Community Ownership and Control of Land:

Problem: Absentee ownership within the community has generated patterns of poor maintenance and high rents, and weakened the sense of community amongst residents. Land values in the process have become relatively low in respect to the rest of the City, and the area is ripe for the type of speculation which has occurred in other renewal areas of the City, wherein outsiders move in and force local residents, especially the poor, to move out.

Objective: Prevent above by developing community and resident ownership models which work toward community cohesiveness, and serve as a model in breaking the traditional speculation and inflation cycles in aging core neighborhoods.

Community Solidarity: Maintain the Highlands as basically a Black community with Black control.

Utilize City and Federal Programs to the Community's best advantage: Identify means of employing local, State and Federal programs to the best interests of the community.

Economically Viable Community:

Problem: Absentee business ownership and the loss of commercial frontage along the Corridor takings has reduced the ability of the community to retain its economic resources. It is necessary to develop a cohesive community economy in the community's interests to combat low income, provide job bases within the community, and combat exploitation or drain of resources. [Since the Highlands is essentially residential, this will relate to ownership and looking toward the potential of adjacent areas suitable for economic development.]

Housing: The Justin Gray report, a comprehensive analysis of housing conditions in the Model Neighborhood area, points to the need for [1] low rent housing units, [2] shortage of availability of low rent units, and [3] deficit of single bedroom units (small units) and 4-6 bedroom units (large units) at any cost within the community, with a lack of low-cost units regardless of size.

[Over a third of all Model Cities households can afford to pay about \$65 or less per month; there are fewer than that number of units available. Two thirds of the Model Neighborhood area housing requires repairs. Half of 2000 projected new 1 bedroom units in the entire Model Neighborhood area would be required for the elderly; 1750 new 2-3 bedroom units; and 250 four or more bedroom units.]

This points clearly to the need for developing models within the community to meet low rent needs. As new construction and rehabilitation, even with community control, cannot answer a \$65/month rent level forms of subsidy or new alternatives must be sought if the community itself, in affecting its own self-determination, is to itself effect improvements without forcing its lower income residents out.

Rehabilitation: [reconstruction] Rehabilitation and construction programs are necessary to bring community housing to standards of health and safety.

GENERAL PHYSICAL PLANNING OBJECTIVES:

General Physical Planning Objectives should be based on responding to Community policies and upon General Planning Principles. They become physical expression of policy. The following is only a partial list and illustration:

Program Flexibility: Planning must permit opportunity and options (open ends) for developing beyond any programs presently contemplated, and include flexibility to adapt to program changes.

Density: Development of land to a density and concentration permissive of planning objectives while preserving assets and clear and major land banks for long range future developments.

Community Physical Assets: Clear identification and preservation of community physical and environmental assets.

100% Uninterrupted Residency: No disruption of residency of community members if possible during rehabilitation and construction programs.

Shared Facilities: Identify and share facilities with institutions and adjacent communities wherever possible.

Functional Generality: Develop residential patterns of construction which are [1] long term and permanent structures resistant to decay and deterioration, [2] capable of conversion to different life styles over a period of time, and [3] structures wherein residents can make the kinds of changes and adjustments which meet their own personal tastes and needs.

4

STUDY AREA CONTEXT AND EXISTING SITE CONDITIONS

The Highlands study area, with over 5000 residents, is fairly central to the overall City of Boston and highly accessible to the Downtown Core.

The map opposite illustrates the position of the community relative to the proposed Southwest Corridor linking the Inner Belt and Route 128. This Corridor is intended to be an 8-lane limited access semi-depressed carrier including a mass transit carrier in its median. Transit stops are projected for terminal edges of the study community.

At the present time, the status of the Corridor is in question during the transportation restudy being conducted by the State. Land taking and demolition, however, is essentially complete. Should the Corridor be completed as scheduled, it would be operating in approximately 3 years.

The probable alternative would be replacement of the Corridor by a Boulevard type carrier, including a surface or depressed transit.

The community is approximately 2 to 2-1/2 miles from the Central Business District, roughly 3 to 4 minutes by the proposed Corridor and probably 8-10 minutes by an improved surface carrier assuming an average of 15-20 MPH allowing for stops and negotiating core traffic. [This is an estimate only and requires confirmation by professional traffic consultants.]

The area continues to be highly accessible to the Downtown Core as it has historically been. Cross community carriers, however, are another question, as it is difficult to negotiate east-west directions.

The proposed extension to Washington Park Boulevard (Martin Luther King Blvd.) was originally considered part of the City of Boston General Plan intended as a cross city carrier. That portion within the Washington Park renewal area only, has been completed to date. The need for its extension and its scale is related to the Corridor question.



STUDY AREA RELATIVE TO CITY OF BOSTON,
INNER BELT, AND PROPOSED I-95 CORRIDOR

WASHINGTON PARK RENEWAL:

The Highlands Study area is bounded on the East and South by the Washington Park Renewal Project. One of Boston's earliest and most sophisticated renewal projects, it illustrates the Boston General Plan's emphasis on encouraging private construction and rehabilitation in large areas of mixed strengths and weaknesses by strategically timed and located public action. Experience gained from this project helped determine the approach to renewal in many other parts of the City.

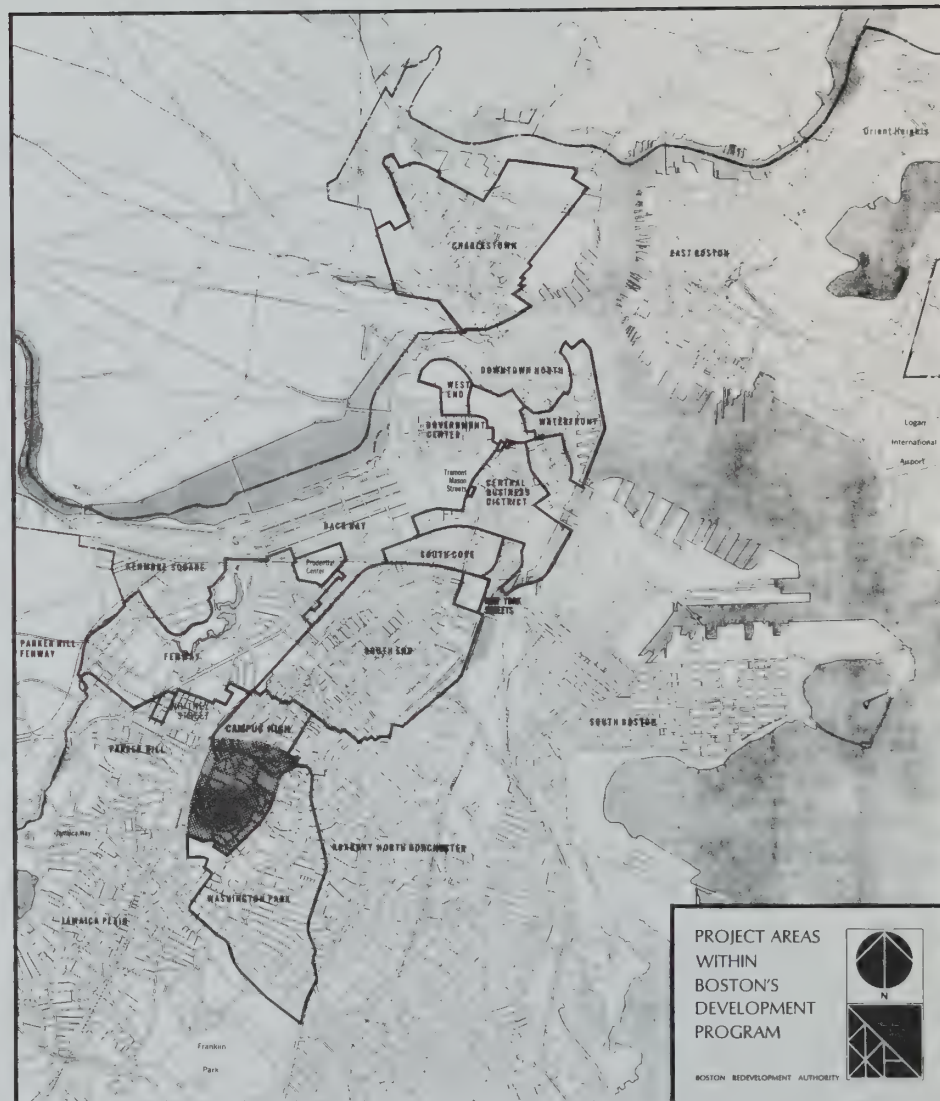
In 1961 the Boston Redevelopment Authority, community leaders and the residents of the Washington Park area joined forces to develop a Washington Park Renewal Plan. Federal approval of the plan was granted in April, 1963. Community support for early land acquisition allowed relocation to get under way in December, 1962.

The Renewal Plan developed over the course of 2-1/2 years was two-pronged. It provided for conservation of as much existing housing as possible through rehabilitation, and called for construction of new housing and needed community facilities in the place of structures beyond repair. Both conservation and construction were intended to increase the supply of much needed decent housing. Emphasis on rehabilitation was intended to soften the impact of relocation within the area.

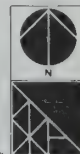
Status: The Project is about 70% complete. The main thrust of its improvements has been in streets, parks, lighting, and the thorough updating of utilities.

The Project Park including the MDC rink-pool has been completed and operating for the last 2-1/2 years. The recreation park is just now being completed, and the Recreation Center has started.

The Project was not able to meet original planning expectations because of funding limitations. [Approximately half of the original 4.8 million required was approved by the City.] It stands as an example of a program which could have benefited



PROJECT AREAS
WITHIN
BOSTON'S
DEVELOPMENT
PROGRAM



BOSTON REDEVELOPMENT AUTHORITY

from 'open-ended' planning, especially on a fiscal basis. Community participation intensity and priorities changed during the course of development, further emphasizing the need for flexibility in community development programs.

Emphasis was on development of moderate income housing. To date, there has been limited feedback on the project.

Washington Park Boulevard, completed within the Project area, was seen as a part of the City Plan for a cross-town carrier. It requires extension in order to become effective in that capacity.

Trotter School was completed and is said to have an excellent elementary program. Other proposed schools in the Project area have been held up by the Racial Imbalance Law requiring an integration standard be met prior funding.

Problems with funding have pointed out the value of neighborhood development program concepts which permit change, and restructuring and evaluation on a year-to-year basis, open ended for planning, and for funding and scheduling.

PART PLAN [opposite]
ILLUSTRATIVE SITE PLAN
WASHINGTON PARK URBAN RENEWAL AREA
Massachusetts R-24
Boston Redevelopment Authority



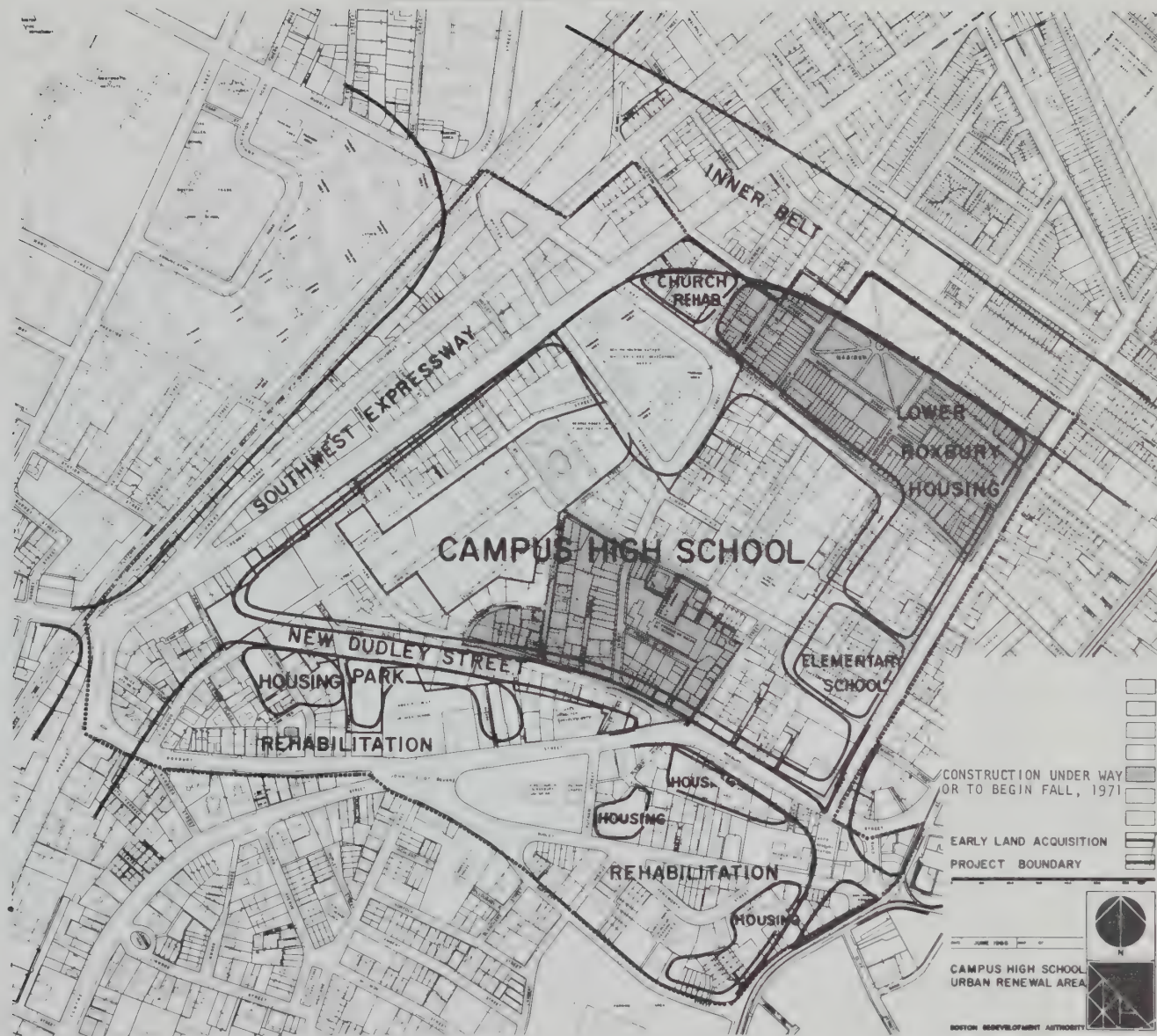
CAMPUS HIGH SCHOOL:

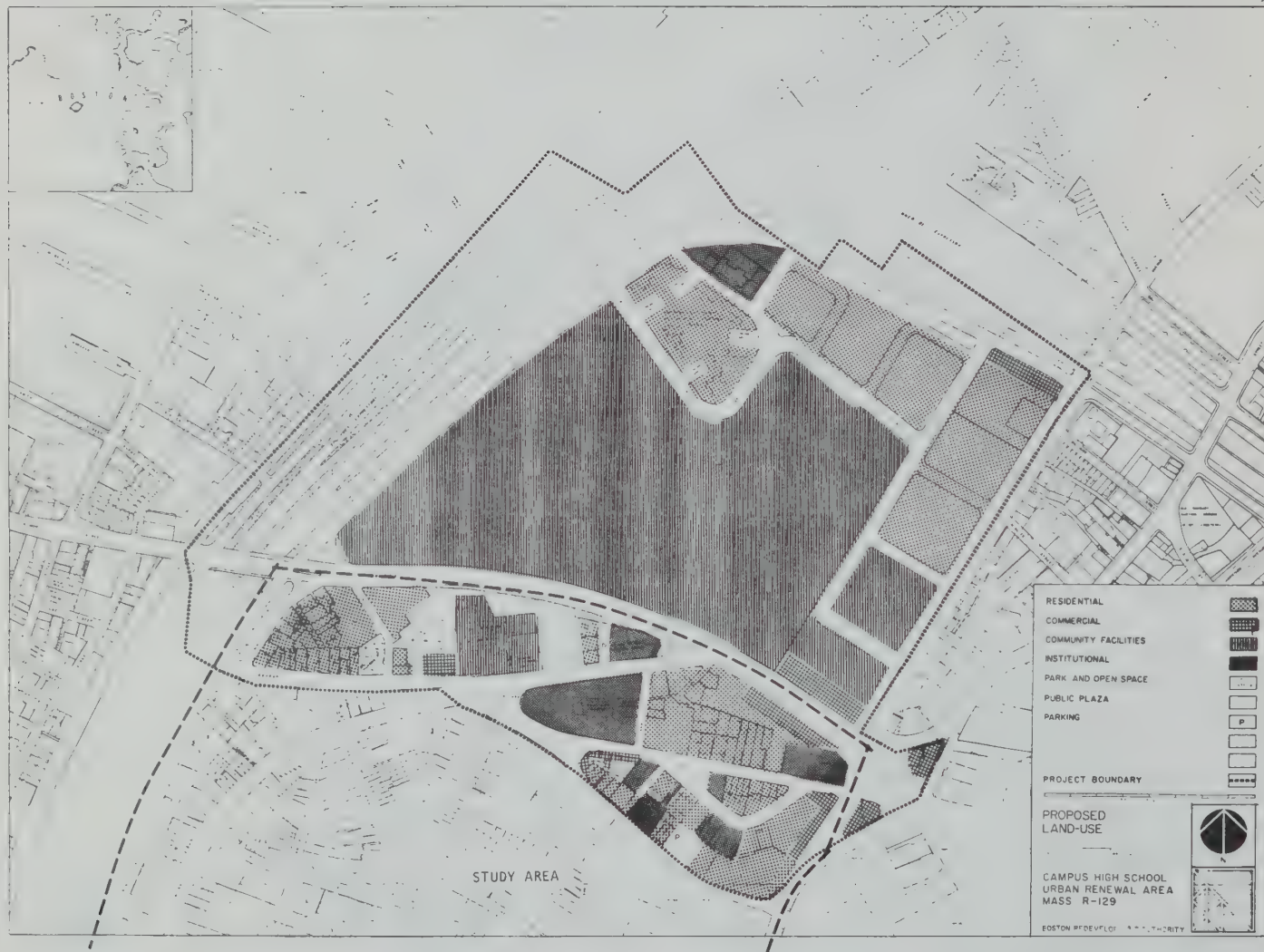
Capacity: When completed, the Campus High facility is to hold 5000 students on a regional basis. Stage I (approximately 2500 students) is just underway. Completion is expected by September, 1974.

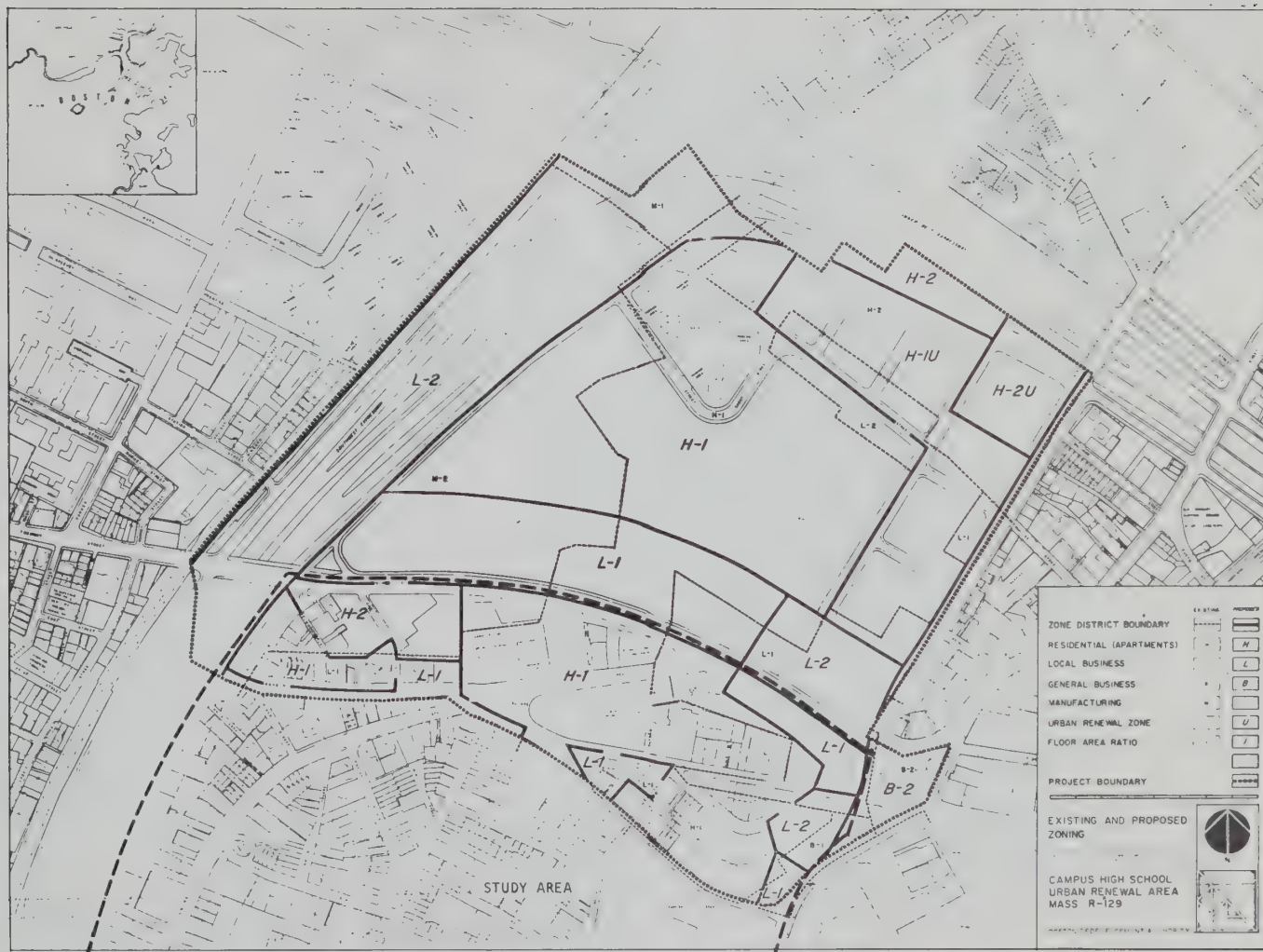
Housing: Housing for 400 units is planned for the Northeast corner of the site. Approximately 300 units Phase I construction will be started around November 1st and will require approximately 1-1/2 years for completion.

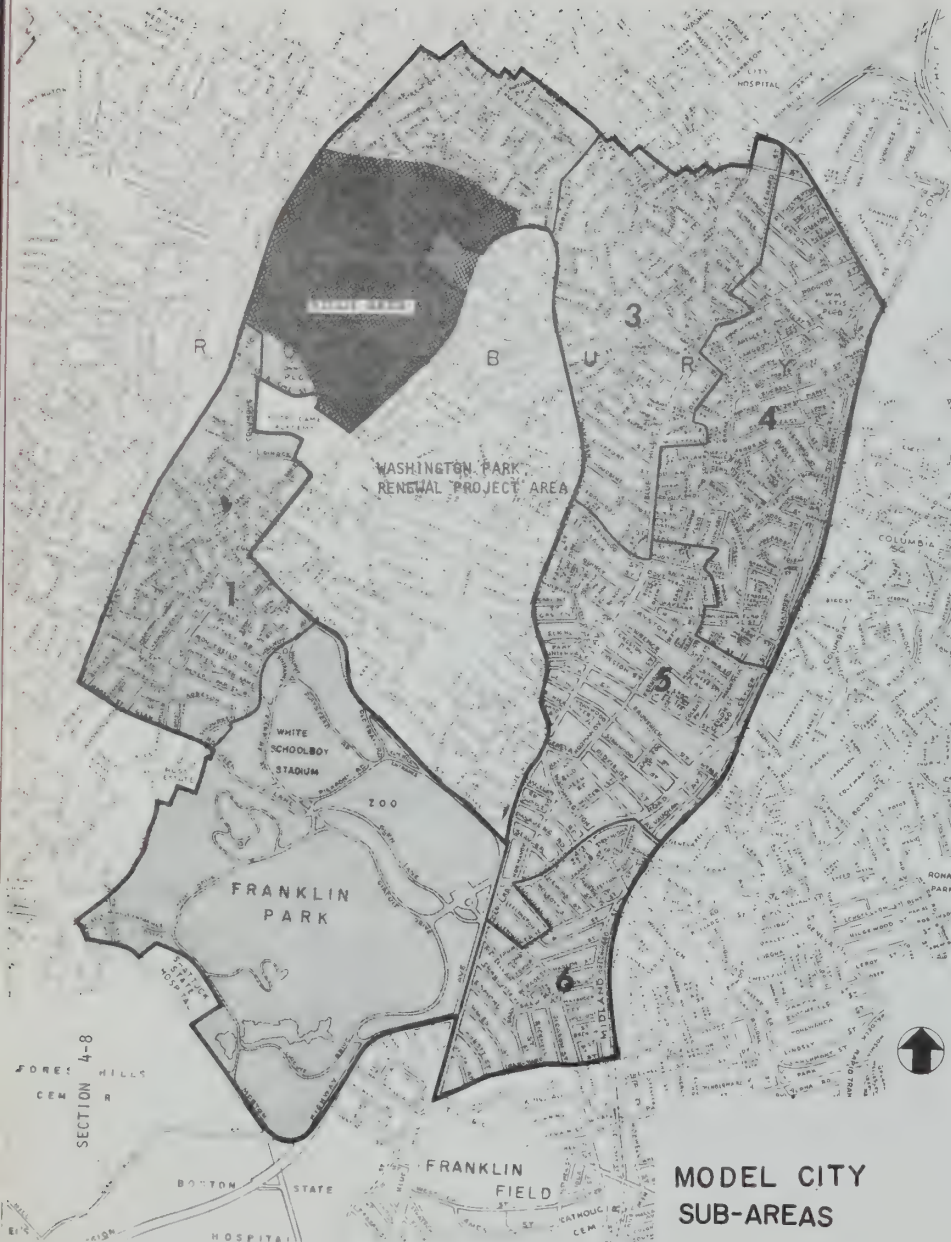
This will be moderate to low income housing, with first priority to local residents, and second priority to former residents.

Elementary School: The elementary school is intended to replace those in John Eliot Square, but is held up by the racial imbalance restriction on funding.









MODEL CITY SUB-AREAS

MODEL CITY PROGRAM:

THE MODEL CITIES PROGRAM, INITIATED IN 1968 IS PRESENTLY THE VEHICLE FOR PLANNING AND RENEWAL WITHIN THE STUDY AREA.

THIS AGENCY HAS CONDUCTED VARIOUS SURVEY AND PLANNING STUDIES IN THE AREA AND PRESENTLY IS IN THE POSITION TO ACT IN THE COMMUNITY'S BEHALF IN PRESENTING PROGRAMS TO THE CITY. THE PROGRAM IS EXPECTED TO CONTINUE FOR THREE YEARS, AT WHICH TIME IMPLEMENTATION ADMINISTRATION ON SPECIFIC PROJECT BASIS WOULD CONTINUE.

THE MODEL NEIGHBORHOOD BOARD, SET UP CONJOINTLY WITH THE CDA PROGRAM, REPRESENTS A MOBILIZING FORCE WITHIN THE COMMUNITY AND A FORUM FOR EXPRESSION OF RESIDENT NEEDS AND INTERESTS. THE COMMUNITY WILL NEED TO REPLACE THIS FORUM WITH ITS OWN PLANNING AND ORGANIZING STRUCTURE WHEN THE CDA PROGRAM TERMINATES.

MODEL CITY RENEWAL CAPABILITY:

Planning/Zoning: The program can develop final land use and zoning plans for the area.

Land Assembly/Disposition: It can:-
[1] Purchase land and sub-standard buildings;
[2] Prepare sites for new construction;
[3] Resell land (land disposition) and place controls on types of new development.

Rehabilitation: Rehabilitation grants up to \$3500 to homeowners and absentee homeowners with 3% loans above that amount are available.

The program can provide staff for counseling and assistance, and conduct purchase of buildings with resale for rehabilitation.

Public Improvements: Renewal can provide new streets, sidewalks, or street resurfacing, lighting, tree planting, utility line improvements.

Parks and Open Space: It can provide new or improved tot lots, parks and playgrounds.

Relocation: It can provide relocation services and payments as necessary.

Administration: The program can pay costs of project administration during the implementation period. [This applies to projects which will be on-going after official termination of the CDA program.]

MODEL CITIES CANNOT:

- [1] Build or finance housing and schools by itself;
- [2] It cannot provide maintenance;
- [3] It cannot provide social services;
- [4] It cannot directly rehabilitate structures;
- [5] It does not provide rent subsidies or leased housing.

Survey and Planning: Model Cities has secured a Survey and Planning grant for the Kittredge Square area (see plate opposite) in the amount of 1.5 Million through HUD in May, 1971.

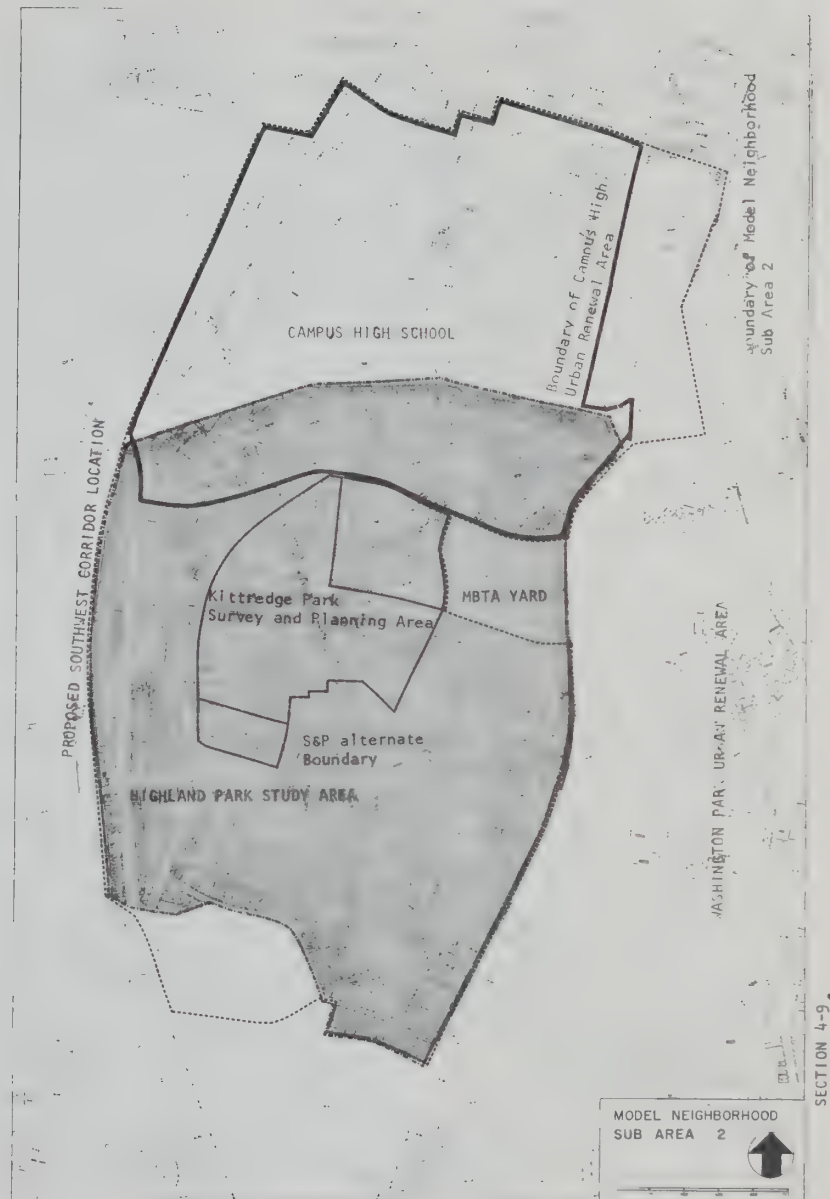
Kittredge Square has a target area of 27.1 acres, focused around many environmental deficiencies. The existing housing in the area at the time of selection was 207 buildings, with new housing of approximately 60 units seen as possible. Improvement of this sub-area, coupled with new development proposals at Highland and Dudley Streets along with the Campus High School renewal capability in the Eliot Square area should do much to enhance the entire area.

Maximum citizen participation is intended through the medium of the Model Neighborhood Board and resident task force for planning.

Kittredge Square Survey and Planning is seen as eventually effecting a change which will touch everyone in the Model Cities Sub Area 2: tenants, home owners, merchants, consumers, workers, the young and the elderly.

The Model Neighborhood Board is described as the final approval mechanism and vehicle of community participation, jointly with formation of block councils.

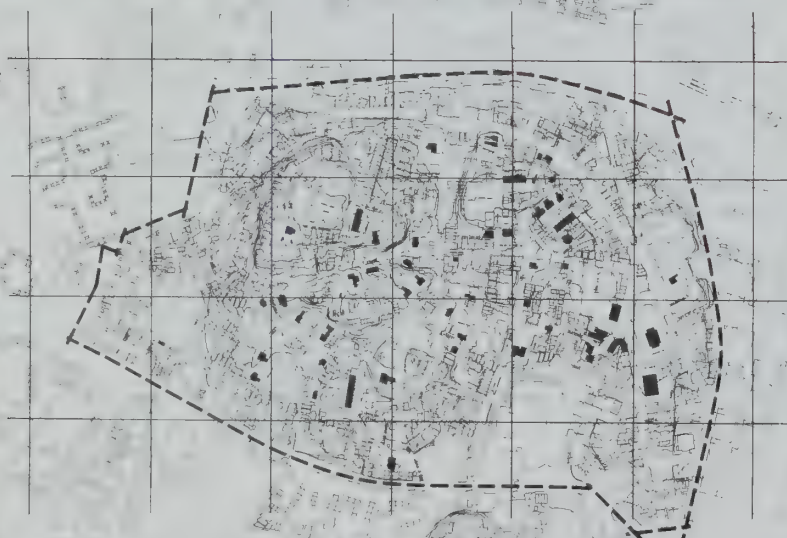
In addition to the planning program, an active program of public education, and repair of streets and sidewalks is under way. A Public Education Program (PEP) has been established to inform residents of all of the kinds of services which certain City Departments are responsible for providing. These Departments are Public Works, Building, Housing Inspection and Parks and Recreation, as well as similar services provided by CDA.



BOUNDARIES - BARRIERS



TEN-ACRE GRID



COMMUNITY BOUNDARIES:

Natural boundaries to the community are formed by Campus High School development on the north, Washington Park Renewal [Washington Street] on the east, Marcella and Connolly Playground on the south, and either the railroad [future transit line] or proposed corridor to the west.

These are boundaries to the growth or area of interest of the community, in that they define the beginning of adjacent areas substantially committed to a certain occupancy in the case of the school and playground, or are redeveloped with their own autonomy. Each boundary also is reinforced by topographical context, being distinct transition areas. Washington Street is reinforced by steep topographical edges along several points as is new Dudley. Because of these topographical distinctions, features such as transit lines and railroads were located on east and west edges.

The corridor, if developed, will form the only 'impenetrable' barrier, except at crossings. Martin Luther King Blvd. could act as a barrier and new edge to the south if proper access is not considered in its design.

ACREAGE AND POPULATION: The map lower left indicates a 10 acre grid over the community. Without exact current census information, population is between 5000 to 6000 residents.

CLIMATOLOGICAL:

Precipitation: An annual rainfall of about 43" rather uniformly distributed throughout the year but with considerable variation from year to year. Late spring and fall tend to have less than summer and winter. Slow evaporation in winter causes sustained muddy periods. Absorbent surface materials should be avoided and exterior materials should be resistant to staining. Care should be taken to prevent formation of icicles.

Snow: An average snowfall is about 43" but there is considerable variation from year to year. Maximum snow load is not likely to exceed 25-30 pounds, and averages 10 even in extreme conditions. Snow tends to accumulate in January/February between storms.

Wind: Boston is relatively windy because normal westerly winds are intensified by lower pressures over the ocean, especially in winter. Because of irregularity in landscape, there is considerable variation in local wind direction and velocity. Winter winds are greater than summer. March is the windiest month; August the least. Windbreaks should be placed to the west and northwest. Although winds of 32 m.p.h. or higher may be expected on at least one day in every month of the year, gales are both more common and more severe in winter.

Note: Structures of historic or architectural interest are indicated solid black.

SUN DIRECTION



WINDS & STORMS



The Appendix includes a detailed description of existing Zoning constraints. An alternative is developed in the body of the report.

(c) See Section 10-1. (d) See Section 10-2. (e) See Section 10-3. (f) See Section 10-4. (g) See Section 10-5. (h) See Section 10-6. (i) See Section 10-7. (j) See Section 10-8. (k) See Section 10-9. (l) See Section 10-10. (m) See Section 10-11. (n) See Section 10-12. (o) See Section 10-13. (p) See Section 10-14. (q) See Section 10-15. (r) See Section 10-16. (s) See Section 10-17. (t) See Section 10-18. (u) See Section 10-19. (v) See Section 10-20. (w) See Section 10-21. (x) See Section 10-22. (y) See Section 10-23. (z) See Section 10-24.

-  B1 RETAIL BUSINESS & OFFICES
-  H1 APARTMENTS
-  L1 LOCAL RETAIL & SERVICE STORES
-  L2 LOCAL RETAIL & SERVICE STORES
-  M1 LIGHT MFG.
-  M2 LIGHT MFG.
-  R2 TWO FAMILY, THREE FAMILY APTS.
- 

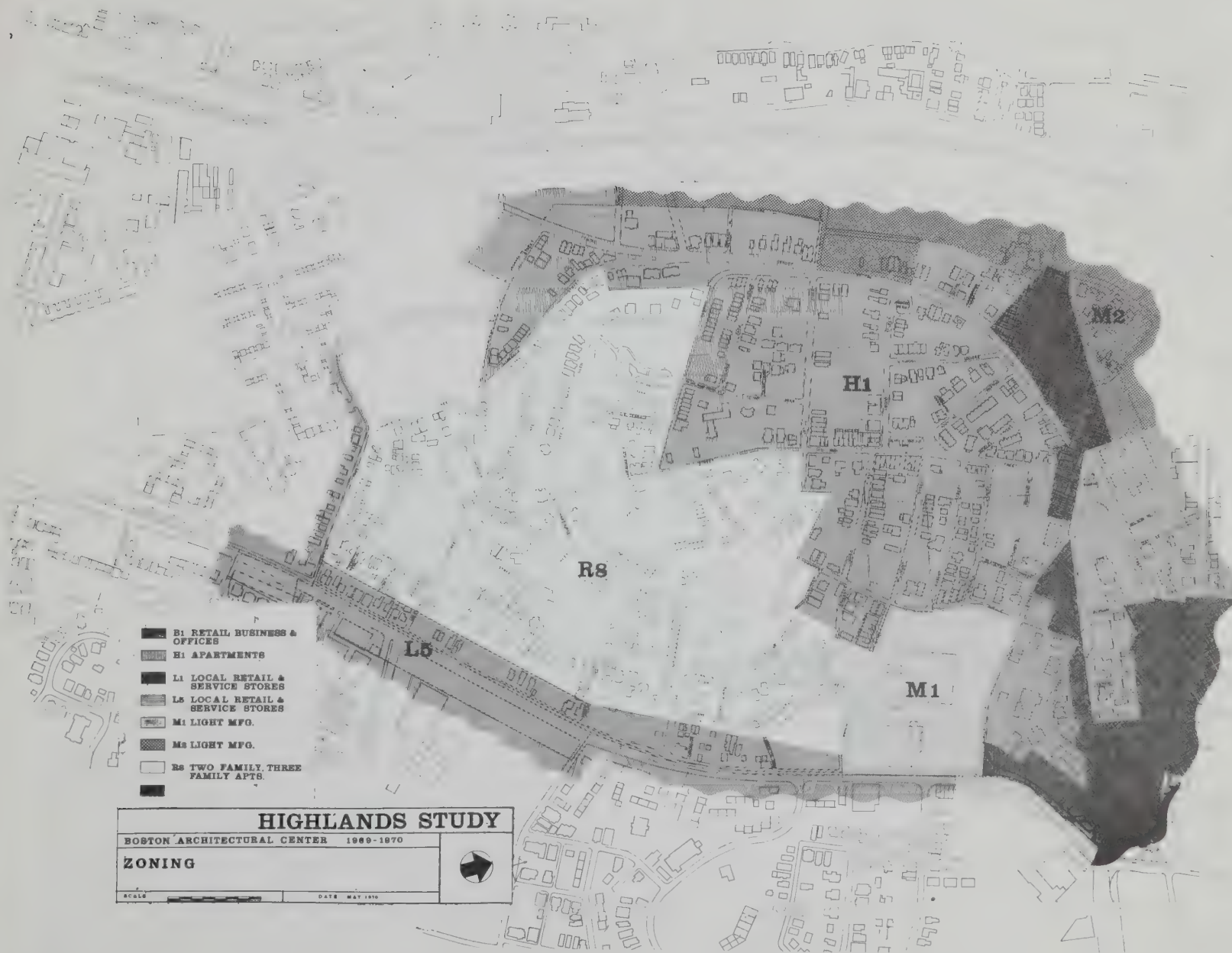
HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1989-1970

ZONING

SCALE

DATE MAY 1970



TERRITORIAL CHARACTERISTICS MAP:

Describes the existing heirarchy of accessibility/privacy in the outdoor spaces of the neighborhood in early 1970. It ranks streets in four categories from major thru-traffic carrier to local cul-de-sac, and organized open space in terms of graduations of privacy from clearly public to clearly single family private. The resulting mosaic makes clear certain broad similarities and differences in patterns of resident orientation to access and use of open space.

- PUBLIC**
- THRU STREETS
- LOCAL ARTERIES
- NEIGHBORHOOD STREETS
- ACCESS WAYS
- SEMI-PUBLIC**
- PUBLIC OPEN SPACE
- SEMI PUBLIC OPEN SPACE
- INSTITUTIONS
- PRIVATE**
- GROUP PRIVATE
- FAMILY PRIVATE



HIGHLANDS STUDY	
BOSTON ARCHITECTURAL CENTER 1968-1970	
TERRITORIAL CHARACTERISTICS	
SCALE	DATE MAY 1970



BUILDING USE MAP: [developed 1970]

The typical land use format was rejected as relatively unenlightening in a neighborhood so predominantly residential. A map was developed based upon building type and use, categorizing residential units by their original horizontal or vertical occupancy divisions. This arrangement, through coding, makes apparent the groupings of types of living accommodations as originally built. Although considerable internal alteration has taken place in some buildings, the basic limitations of the vertically or horizontally divided units in their single and multiple family forms still determine the living patterns available within existing structures capable of rehabilitation.



- VERTICALLY DIVIDED LIVING UNITS
- HORIZONTALLY DIVIDED LIVING UNITS
- ▨ PUBLIC FACILITIES AND INSTITUTIONAL BLDG
- ▩ FACTORY/INSTITUTIONAL
- ▤ COMMERCIAL
- ▥ INDUSTRIAL
- ▧ PUBLIC OPEN

HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1969-1970

BUILDING USES




SCALE 1" = 100'

DATE MAY 1970

LAND OWNERSHIP:

Illustrates status of land ownership patterns as developed from City of Boston Assessing Department information during Spring, 1970.

- 
- A detailed map of the Highlands area in Boston, showing land ownership patterns. The map is divided into various lots and blocks, with different shading indicating ownership. A legend in the bottom left corner defines the shading: dark gray for Resident Owned, medium gray for Non-Resident Owned, cross-hatched for Publicly Owned, and white for City Owned. The map shows a dense network of streets and lots, with a large area of Publicly Owned land in the center. A dashed line runs along the top and right edges of the map, possibly indicating a boundary or a specific street layout.
- RESIDENT OWNED
 - NON-RESIDENT OWNED
 - PUBLICLY OWNED
 - CITY OWNED

HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1969 1970

LAND OWNERSHIP

SCALE



SURVEY OF BUILDING CONDITION:

Building condition maps have been developed by various groups or agencies, but differ from map to map. An up-dated survey with clearly defined criteria is required. The CDA presently has the most recent survey, although it appears preliminary.

Planning proposals were checked on site visually and against what information was available for condition.

PHOTOGRAPHS:

The plates following illustrate inadequately the considerable diversity and environmental character of the Highlands area. They remain unidentified in order to respect the request that the community remain anonymous.

The area enjoys unusual richness of character due to its strong topographical features, range of building type and style, and diversity of land use. Consequently, no single representative photograph is possible. Landmarks, whether topographical or physical, spatial sequences, building setbacks, density, heights, natural growth, and so forth, do much to structure an overall sense of unity despite this diversity.





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SITE ANALYSIS AND GENERAL DEVELOPMENT
WITH ILLUSTRATIVE GENERAL PLAN

GENERAL:

CLEARLY, COMMUNITY DEVELOPMENT GOES FAR BEYOND SIMPLE PHYSICAL PLANNING IN THE ROXBURY HIGHLANDS AREA. ITS FINAL FORM IS IN THE LONG TERM TO BE DETERMINED BY THE COMMUNITY'S ABILITY TO GENERATE POLITICAL AND ECONOMIC POLICY AND STRATEGY.

IT IS URGED THAT THE COMMUNITY RECOGNIZE ITS LONG TERM POTENTIAL FOR UNIQUE AND STRONG DEVELOPMENT OF AN ESPECIALLY CHARACTERFUL AND NATURALLY ATTRACTIVE AREA, AND BEGIN TO PLAN AT THIS TIME FOR ITS COHESIVE AND ORDERLY GROWTH AND CHANGE IN RESPONSE TO COMMUNITY OBJECTIVES.

THE MATERIAL DEVELOPED IN THE FOLLOWING PAGES RECORDS INFORMATION ABOUT THE PHYSICAL CONTEXT OF THE COMMUNITY AND SUGGESTS CERTAIN IMPLICATIONS OF PHYSICAL TOPOGRAPHY AND CONTEXT. THE ZONING AND DENSITY PROPOSAL IS BASED UPON ASSESSMENT OF EXISTING CONDITIONS AND COMMUNITY ASSETS, IN RELATIONSHIP TO TRANSPORT SYSTEMS.

CERTAIN POSSIBILITIES OR POTENTIAL FOR COMMUNITY AMENITIES, SUCH AS OPEN SPACES, PEDESTRIAN WAYS, AND SO FORTH, ARE ILLUSTRATED.

THE AREA IS RICH IN HISTORICAL ASSETS AND PHYSICAL CHARACTER, SYMBOLICALLY AND PHYSICALLY. ITS TRADITIONAL ROLE OVER THE PAST CENTURY HAS BEEN AS RECIPIENT OF NEW GROUPS WITHIN THE METROPOLITAN AREA. THIS HAS BEEN LARGELY A FUNCTION OF ECONOMICS.

THE COMMUNITY HAS THE POTENTIAL TO RECOGNIZE THIS TRADITIONAL ROLE, OR TO BREAK THE CYCLE OF ECONOMIC DEPENDENCY AND PHYSICAL DECAY. IT HAS THE OPPORTUNITY AT THIS TIME TO WORK TOWARD A MODEL FOR COMMUNITY DEVELOPMENT, FOR THE CREATION OF A 'NEW' COMMUNITY WITHIN THE METROPOLITAN AREA, AND IS IN A POSITION TO PRESS FOR RESOURCES AND SUPPORT FROM A NUMBER OF PROGRAMS.

SITE ANALYSIS AND DEVELOPMENT:

PLANNING ESSENTIALLY INVOLVES IDENTIFYING AS MUCH ABOUT AN AREA AS POSSIBLE, ASSIGNING PRIORITIES, IDENTIFYING POSSIBILITIES, AND RELATING THESE POSSIBILITIES TO NEEDS AND PRIORITIES.

FOR PURPOSES OF THIS STUDY, OVERRIDING PRIORITIES HAVE BEEN ASSUMED TO LIE WITH HOUSING [LOW AND MODERATE RENTAL], COMMUNITY SERVICES AND AMENITIES, AND ECONOMIC DEVELOPMENT.

THE FOLLOWING MAPS EACH DEMONSTRATE A PEICE OF INFORMATION ABOUT THE AREA. WHEN ALL THE PEICES ARE TAKEN TOGETHER AND EVALUATED IN MAKING COMMUNITY PHYSICAL DEVELOPMENT DECISIONS, THEY CAN ASSIST IN THE DECISION PROCESS AND CONTRIBUTE TO THE ORDERLY GROWTH AND CHANGE OF THE COMMUNITY.

THE BITS OF INFORMATION BY THEMSELVES MAY NOT SEEM IMPORTANT, - BUT WHEN SEVERAL FACTORS ARE TAKEN TOGETHER, CAN HELP THE DECISION PROCESS.

For example: When a site is proposed for development, by referring to the various maps as check lists, it can be determined if [1] there are any significant characteristics about the street or sub-area to be respected, [2] significant topography, [3] significant landmarks or vistas, [4] density limits, [5] overall planning objectives for that area, [6] its relationship to the rest of the community, [7] accessibility, [7] appropriate for proposed use, and so on.

THE KINDS OF MAPS SHOWN ON THE FOLLOWING PAGES ARE ILLUSTRATIVE. THEY SHOULD BE ADDED TO AND CHANGED AS NECESSARY. THEY ARE INTENDED AS A DEPARTURE POINT FOR FUTURE PLANNING AND DISCUSSION WITHIN THE COMMUNITY.

EMPHASIS HAS BEEN PLACED UPON PRESERVING THE HISTORICAL ASSETS OF THE COMMUNITY IN THE AREAS WHERE THEY OCCUR. THESE BUILDINGS CONTRIBUTE A GREAT DEAL OF INTEREST TO THE AREA. IF ABSOLUTELY INCOMPATIBLE WITH FUTURE NEEDS, THEY SHOULD BE RELOCATED.

COMMUNITY POLICY AND STRATEGY:

Community Policy and strategy must form the basis for community physical planning. The form which community physical planning takes should result from reconciling physical reality and capabilities with policies and strategy. Policies and strategies form the basic structure around which to plan. The resulting physical plan then requires its own implementation strategies in line with overall objectives.

Example: If a community strategy or policy is to develop internal economic viability thru development of community commercial investment, this commits certain portions of the physical area most potentially viable, to this use. If autonomy is an objective, then another set of physical implications are involved, and so forth.

COMMUNITY FORM:

Goodman and Freund suggest that the visual clarity and functional adequacy of many old towns is due to the consistent use of some well developed, repetitive form such as the row house. It is an example of an element which can be repeated, although with detailed changes (ie:- windows, doors, etc.), and whose flexible agglomeration can produce harmonious variations on general form.

EXISTING COMMUNITY BUILDING FORM:

The Highlands community already has a strong precedent established in its residential section with the presence of 3 basic building 'forms': attached row house; detached row or walk-up; and conventional residence. The first are usually 3-4 stories, red brick with a flat roof; the second, 3 to 4 stories wood with a flat roof; and the last, wood construction with a pitched roof. The first two are generally multiple occupancy ranging from 3-6 units, and the last appears to have been originally intended as single occupancy, although a great number are now converted to multiple occupancy.

NEED FOR PERCEPTUAL ORDER:

Change in form which new construction takes should be considered very carefully in terms of its long term impact. New construction, in the form of infill housing and projects in other areas of the City clearly has not integrated well with existing communities, and rather than adding to their environmental order and clarity, has introduced new elements.

Strong psychological arguments can be put forward in favor of variety in environments, but equally strong evidence points to the harmful effects of confusion upon inhabitants. Individuals and groups demonstrate strong needs for stable and orderly frames of reference. We seem to be able to tolerate great variety on the

level of detail, and require it, but also require strong ordering contexts and frameworks within which to relate the detail and orient ourselves.

The residential section of the community presently has a simplicity and order, apparently caused by topography, and the simplicity and limited number of existing building forms. Distinct environmental sub-areas can be identified by walking down different streets within the area, and great richness and variety results from the placement and relationships of the 3 building types relative to each other, to the streets, and to the topography. The edges of the residential area are distinctly different, both a result of change of topography, and of quality and type of building form.

NEW BUILDING FORMS:

The community is in a timely position to establish policy regarding introduction of new building forms and the preservation of existing forms. To date only one project has been constructed within the area, and new construction has not had an impact. It is essential that the community consider the implications of new construction, its form, and the evidence as to whether it will lead to any particular unity and permanent contribution to the area. Community policy should here be determined by long-term objectives for development.

COMMUNITY AND CULTURE:

Most surveys in renewal areas and old communities have indicated that residents within lower income levels were very little attracted to the existing character of their neighborhoods and when asked how they preferred to live, identified with the 'sub-urban' life style and standards of the next economic level, that is to say, the standard physical expressions of the middle class in housing, consumer goods, etc. are typically identified as goals and objectives of residents of the older or decaying neighborhoods. Insofar as renewal and assistance programs have attempted to

identify and respond to resident needs more closely they appear directed toward satisfying expressed middle class values.

THE FUTURE FORM OF THE COMMUNITY WILL GROW FROM ITS OWN EXPRESSION AND AWARENESS OF THE GOALS AND OBJECTIVES OF ITS RESIDENTS. If their values imitate or emulate those of other groups or sub-cultures, they will either wish the community to conform physically to these values, or if impossible, will seek them elsewhere and continue to move to other areas, rather than create their own, continuing in the now traditional pattern of abandoning old neighborhoods rather than investing in their change and potential strength.

The black community has increasingly been searching out its own cultural identity. The long term physical form of its community offers yet another expression.

It is a difficult step, and one which must grow from the community's recognition and analysis of its own needs and differences. Building 'style' (surface appearance) is a dangerous and misleading element to play with. Significant and real new forms can, however, grow out of new ways of living and from new values.

Conventional construction methods are fairly rigidly related to labor, financing, program restrictions, zoning and code restrictions, and so forth. All of the various factors of the methods and means of providing new housing presently lead to essentially similar products. The search for meaningful and significant new forms has therefore to be very carefully balanced with reality and feasibility.

New forms may be possible with the willingness of the members of the community to accept new methods of technology, and new materials as compatible with their emerging cultural values.

New programs, such as BREAKTHROUGH, and demonstration grants, may offer a vehicle for exploring and developing new forms. These approaches, however, tend to be

middle and long term, and must be re-searched out and developed over a period of time. They can also result in a hodge-podge of unrelated experimental residue with which the community will be forced to live permanently.

It would be necessary, for instance, to initiate community discussion and analysis of life style, determine the way people really feel about the way they live or need to live. Simple things, like the use of a kitchen, for instance, will have an effect upon the form of housing. If the kitchen is a place to prepare food in certain ways, it is one thing; if many members of the family participate and children are fed in the kitchen, or if adults feel good about eating in the same place in which food is prepared, or if many different uses of the space are desirable during the course of the day, very different forms result. It is often very difficult to express needs that you are close to on a day-to-day basis; this will make the analysis of life style particularly difficult.

EXPERIMENTAL OR DEMONSTRATION PROJECTS:

Experimental or demonstration projects may offer a vehicle for testing and identifying life style objectives and preferred building form. Willingness to work with new technological approaches may reduce construction costs, answering on an interim basis the need of the area for low rent housing, which can presently only be answered through subsidized rents, as the level of rent required is impossible to achieve through conventional programs and construction methods.

FORM CONTROL:

The community can control the form of new construction through establishing Review and Control mechanisms, with development of zoning standards compatible with their objectives.

Almost all regulations of development, zoning ordinances, fire and building codes, etc. have an impact on the appearance, density, heights, setbacks, building location, and open spaces. Rules as to setbacks, heights, parking restrictions, signs, landscaping, fences, earth removal, noise, and so forth, should all be reviewed for their environmental implications. They should not be so worded as to prevent good results, referring to groups of objects rather than to specific buildings or lots, as they will then be more effective. They should constitute guidelines for integrating building forms.

Review cannot produce a fine environment, but prevent the worst or with reference to guidelines, assure its consistency.

ENVIRONMENTAL CHARACTERISTICS PLANNING:

The CDA and Renewal Programs presently in effect in the area offer residents an opportunity to establish new zoning and Review mechanisms.

Environmental Characteristics Planning should be explored for its potential to lead to a comprehensive community form. This concept has been developed to respond to general dissatisfaction with existing urban development patterns resulting from conventional zoning control limitations, and assumes there is a need for more diversified patterns which offer better environmental quality. It suggests that emerging patterns are attributed in part to land use plans and land use controls; and, due to the use of overdetailed lot size specifications, new developments are limited in the number of development types offered--hence, repetitive and monotonous. It assumes that in order to achieve better urban living through diversified patterns of

of development, land development control processes must be devised which will increase flexibility and provide incentives for innovative development.

It involves the following procedures:

[1] Preparation of land use plans using ENVIRONMENTAL CHARACTERISTIC TYPES to classify and describe development characteristics for subplanning areas, instead of conventional 'use' designations in land use plans. It would set forth development objectives for each type of area, including landscape character, type and level of proposed activities, at the level and frequency of interaction between activities. It would be generic in type in describing the location of uses and their interrelationships.

[2] Preparation of standards for each environmental characteristic type in the interest of public health, safety, services and other amenities and to insure developments consistent with provision of the E.T.C.

See ENVIRONMENTAL CHARACTERISTICS PLANNING, Jacob Kaminsky, 1968, for further details. [BRA Library]

ANTICIPATION OF NEW FORM:

The concept described above attempts to prescribe development types of different environmental characteristics and allocate them to appropriate areas in the community, and therefore requires on the part of the community's planners foresight and anticipation of the likely direction and implications of development forms. In the case of new form, it is essential to estimate and evaluate the likelihood of a particular form developing within the economic and development processes during a time span of 10-15 years. This is particularly important in those areas of the community suitable for the gradual replacement of existing forms by new construction to ensure continuity. Planners must establish the kinds of guidelines which permit evaluation of

the long term characteristics of a particular form in terms of technology, economics, programs, sustained community needs, and so forth.

SHARED FACILITIES:

An assessment of all community facilities and those of related and adjacent areas may assist in determining which which be suitable for sharing, and which must be provided within the community itself, to avoid duplication of effort and conserve funds.

If agreements can be made to share recreational facilities, such as baseball diamonds and pools, all affected groups and areas should be consulted to determine willingness to collaborate in combining resources.

LIGHTING:

Considerable care should be given to selection of type of lighting for streets. It might be well to consider illuminating well one side of a street with a good quality of lighting suitable to the residential area than to destroy the quality of a street through over-zealous or harsh lighting on both sides. There is no question of the need for good light. The type, however, should be carefully selected and examined.

Bollards: The use of ground illumination such as can be housed in bollards or benches can be very successful in areas such as Kittredge Square. Proper design can reduce maintenance and unclutter the environment.

COMMUNITY PLANNING COUNCIL OR BOARD:

SOME FORM OF COUNCIL, FORUM OR PLANNING GROUP REPRESENTATIVE OF THE RESIDENTS SHOULD BE STRUCTURED AS AN ON-GOING MECHANISM SERVING THE COMMUNITY ON A LONG TERM BASIS. THIS IS IMPORTANT IN ORDER TO ENSURE PLANNING CONTINUITY OVER A PERIOD OF TIME. At the present, the Model Neighborhood Board appears to serve this role. This program however, is short term, and when terminated will require replacement by a permanent forum and planning vehicle to look to community interests.

COMMUNITY CONSTRUCTION UNIT:

Exploration of the feasibility of forming a community managed, non-profit construction unit or construction cooperative collaborating as necessary with private resources might [1] control costs, quality, and place community interests first; [2] provide employment to residents on priority; [3] provide a training resource for residents if subsidized.

COMPETITIVE DEVELOPMENT SUBMITTALS:

The community might consider advertising on a competitive basis the availability of certain parcels for development. These advertisements might include controls as to type of building, materials, quality, occupancy, heights, setbacks, and so forth, and should reserve the option of not designating developers until satisfactory proposals are presented.

Competition such as are conducted for architectural commissions or some variation should be considered as a means of offering the community a choice and younger developers and designers an opportunity.

HISTORIC PRESERVATION:

It is urged that the community integrate within its development and growth, preservation of those buildings and structures identified as having particular historic interest and significance. In general, these structures exhibit a character and interest which can contribute to the environmental interest of the area.

Renovation/Restoration: A distinction must be made between renovation, rehabilitation, and restoration. Renovation and restoration essentially restore the original character and quality of the particular structure, preserving its peculiar qualities. They require a commitment to determining the original form of such structures and the adapting to modern uses and needs without destroying that original form. Rehabilitation implies no such commitment. It is important to examine each structure identified as having historic significant to determine the proper extent and nature of restoration or renovation reasonable.

This is a difficult need to establish within a community which has great limitations on funding and great immediate need.

It suggests that such structures identified for renovation or restoration be reserved for institutional use or ownership by such individuals or groups as can assure meeting certain standards in their renovation and re-use.

A set of criteria and standards should be established for such structures, and developers or owners asked to conform.

Funding for restoration of significant landmarks is feasible through preservation programs.

If rehabilitation is the prime priority and action program, it might be directed toward other sound structures within the community prior those of historic interest to permit alternative funding and proper restoration.

HISTORIC BUILDINGS:

A community review board or commission should have control and veto power over all exterior changes to significant historic buildings in the area.

INTERIM USE OF BUILDINGS AND LAND:

Interim use of both vacant buildings and land could be explored by the community. Buildings should not be permitted to lie vacant and subject to vandalism if they are still usable.

Structures within the Southwest Corridor right-of-way are a case in point. When vacated, they become subject to stripping, vandalism, and then are unacceptable to temporary use. Agencies or individuals owning such buildings should be urged to permit interim use in the community's interests.

TECHNOLOGY AND TEMPORARY STRUCTURES:

It is presently possible to apply advanced technology in erecting very quickly and at low cost various types of structures, such as double membrane air structures, geodetic domes, and so forth, which could serve to meet immediate community needs on an interim basis.

Temporary structures, however, should be considered very carefully, as they have a tendency to remain beyond the original intent and become 'permanent' features within a community, and are more suited to 'city' scale, as they can be moved to other areas of need.

THE NEED FOR LOW RENT HOUSING:

The Justin Gray report indicates that approximately one third of model cities residents can afford to pay about \$65/month or less for housing. There are fewer than that number [3850 in the total model neighborhood area] available.

New construction to meet low rent needs at this level is not feasible without rent subsidy. Present construction costs and the escalation rate at 12%/annum in the Boston area make it possible to build only the equivalent of moderate income units - in the vicinity of twice the low rent need. This is no fault of builders but an economic reality in the Boston area. Rehabilitation brings an additional similar problem in that repairs are costly and increase assessments, both of which in turn force up the rent owners must charge.

At the present time, Boston Housing Authority leasing and Turnkey programs are seen as offering the most hope.

COMPACT OR INTERIM HOUSING:

Cost of new construction is directly related to square footage and materials, and labor. Two possibilities:

[1] Reduce the square footage in housing [already minimal] to permit a different spatial life style [note: this will not qualify for Federal programs unless criteria change, although it may be acceptable under demonstration programs];

[2] Consider technological innovations in materials and assembly [which may also only qualify under demonstration programs for funding].

COMMUNITY RENT CONTROL:

Explore the feasibility of establishing a community based rent control structure to offset local inflation and speculation.

COMMUNITY ISSUES/PROBLEMS:

The Southwest Corridor and Martin Luther King Blvd. are examples of problems which can easily be interpreted as issues within the community. It is important to develop positions for or against a particular situation after an analysis of how it affects overall community reality, and can be turned toward community interests. Difficult or unacceptable situations often yield unusual and constructive consequences if they can be understood and controlled in constructive ways. The Corridor for example might offer well situated commercial options which if controlled by the community could assist in effecting economic autonomy. It is important to define acceptable alternatives and conditions to such problems which are in support of community policy and interests.

EXCHANGE OF INTEREST:

Exploration of a policy of exchange of interest and value in development of blocks or parcels could be instrumental in the community's development. If, for example, a piece of land is presently used in a manner which either does not support community interests or is up to density, the community might consider forming development packages which include residents and present owners and uses within new construction, on pro-rated or equity bases, or cooperative ownership.

If a policy of site development rotation were developed, residents or business tenants from one parcel could relocate leaving that parcel available for development. Their guarantee of lease or ownership interests could work in favor of financing. The community itself must control inflation by use of options and controls on such practices.

UTILITIES:

While the renewal program is in effect, press for updating of utilities and location underground.

VISTAS AND LANDMARKS:

Community development planning should include a documentation of significant landmarks, features and vistas. A number are suggested on the plate opposite, but should be modified and supplemented by the observations of the residents.

It should be kept in mind that different seasons have an effect. Once leaves are gone, certain views may become important or may require screening. The lower foot of the Highland-Marcella junction is an example of an area which would be greatly improved with construction of additional row houses in empty land. Sight lines along the lower part of the street and its character would be very much improved.

A vacant lot on Logan Street, for instance, has a very attractive view of the Boston skyline. The community could elect to maintain this lot as an open space for the enjoyment of all. Similar vistas of the Fort Hill tower are offered in several places.



HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1988-1970

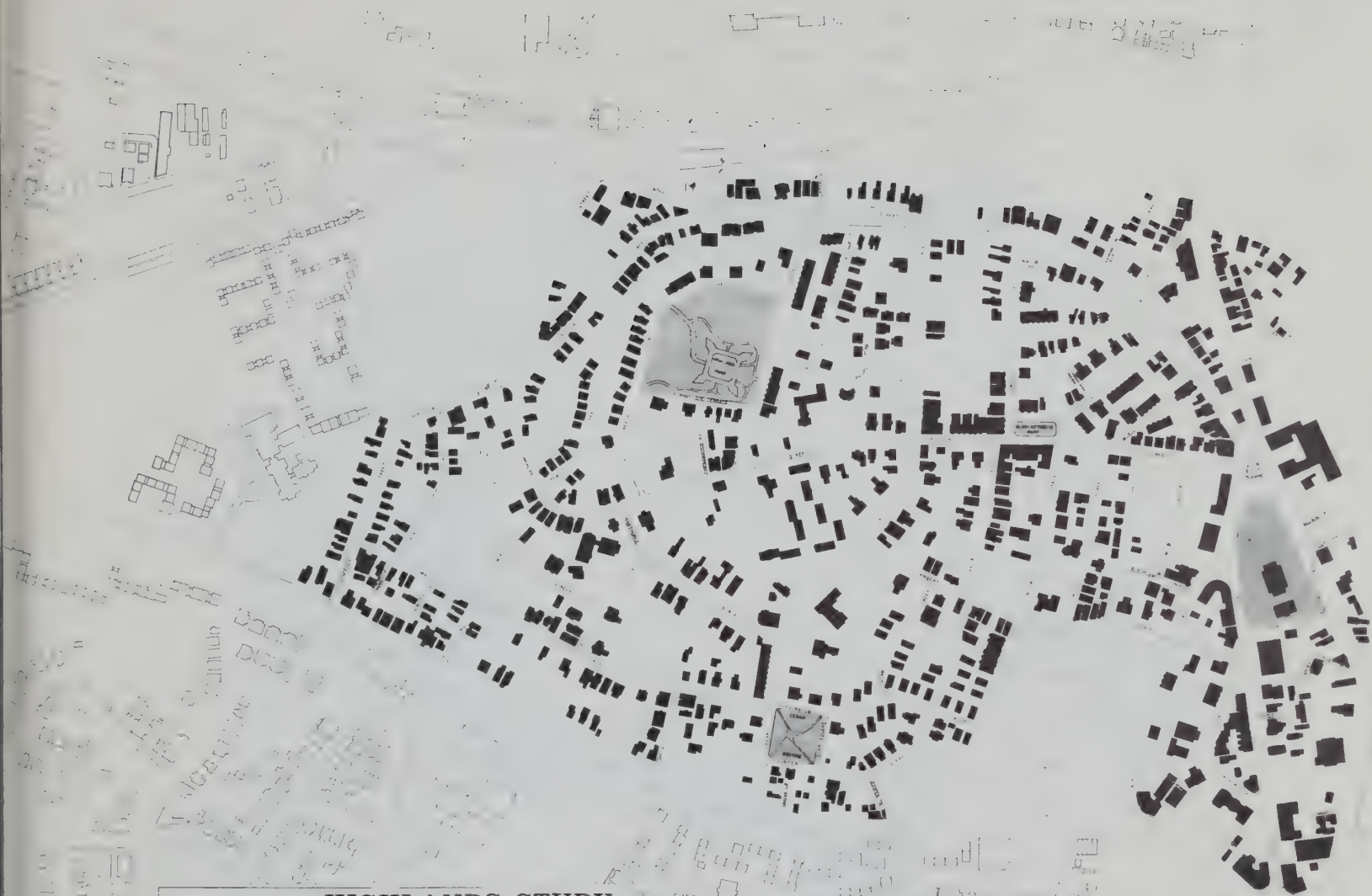
VISTAS & LANDMARKS



Note: Structures of historic or architectural interest are indicated solid black.

BUILDING COVERAGE AND MASSING:

Describes existing land coverage by buildings and massing. This must be related to heights of buildings and to topography, as coverage taken alone is misleading. It illustrates, however, where the densest concentrations of buildings are and their relationships, and has been useful in developing street closure and density recommendations.



HIGHLANDS STUDY
BOSTON ARCHITECTURAL CENTER 1969-1970
BUILDING COVERAGE & MASSING



TOPOGRAPHICAL:

The map opposite describes contours at 25 foot intervals. Dark tones are lower, light tones, higher. Hatching indicates the sides of streets where land rises. This rise, on the whole, with the exception of upper Marcella Street [target], contributes to the environmental character and interest of community streets. Much more vegetation, for instance, rises against sight lines of the street, and with houses set slightly back, becomes a considerable natural asset.

Upper Marcella Street, on the other hand, has rather dense detached row housing on the up-hill side, fronting on the street. The rise is so steep however, that interest is added with the ability to see the backs of houses on Beech Glen above.

Centre Street offers a very good illustration of the influence of the up-hill side on the character and interest of a street. A rather undistinguished group of buildings fronting hard on the street gain the benefit of the green on the opposite side where the hill rises.

Considerations: Preserve if possible, open green spaces and edges along uphill sides of streets, building to lot lines on the opposite sides of streets as necessary. [This is not to imply that building to the street on the downhill side is mandatory, only that preserving the uphill side will enhance the pleasure and interest of streets.]

There presently appear to be 5 types of streets: [1] those with the uphill green side, [2] those built to the sidewalk, but with an open green opposite (eg. Fort Hill, Cedar Square); [3] streets following the direction of slope of hills; [4] the lowlands (flat); and [5] the Marcella Street condition: dense construction on the uphill side to lot lines, but visibility of houses and higher ground above.



SLOPE ANALYSIS MAP:

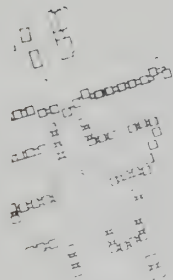
A typical slope analysis for varying gradients was prepared and provided a two dimensional reference for subsequent planning development.

The large scale original map was in colour. For purposes of this report, the map opposite indicates slopes greater than 15% with a dark tone, and slopes of 4%-15% with a medium tone.

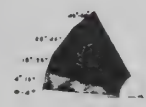
Inspection suggests that with few exceptions, buildings have developed on land with a slope of 15% or less. Oddly enough, with the exception of part of Washington Street and New Dudley, slopes in excess of 15% appear to occur within blocks at the backs of houses and between streets. In this sense, they present no great difficulties with regard to development, and a considerable asset with respect to environment.

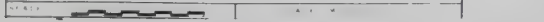
The steeper slopes act very much to define enclaves and sub-areas within the community. Roads, almost without exception, seem to have been laid originally along the 0%-4% flats.

Steep inclines at the edges, Washington Street, for example, help define community edges.



LEGEND



HIGHLANDS STUDY	
BOSTON ARCHITECTURAL CENTER	1989-1970
SLOPE ANALYSIS	
	

STREET CLOSURE BY BUILDING FORM TYPE:

Describes graphically something of the character of areas developed by the basic building form type related to street closure.

The three building form types described earlier [attached row, detached row or walk-up, and conventional residence] presently tend to group together along certain streets and in certain combinations.

Kittredge Square, for example, is dominated by row house closure directly to the property line; whereas middle Highland Street is characterized by conventional residences set back on each side from the street. Lower Highland again has building closure to the street, but of the detached row house type.

The base map indicates existing; the overlay or colour suggests possible treatment of undeveloped frontage relative to probable long term changes.



HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1989 1970

STREET CLOSURE BY BUILDINGS



Note: Structures of historic or architectural interest are indicated solid black.

ONE OF THE BASIC PLANNING TOOLS OF ANY COMMUNITY IS ITS RELATIONSHIP TO TRANSPORTATION AND DISTRIBUTION SYSTEMS.

THIS RELATIONSHIP DETERMINES HOW ACCESSIBLE THE COMMUNITY IS WITHIN THE REGION, ITS RELATIONSHIP TO NEIGHBORING DISTRICTS, ITS COMMERCIAL/ECONOMIC VIABILITY AND POTENTIAL AMOUNT OF COMMERCIAL DEVELOPMENT, AND ULTIMATELY, ITS PHYSICAL FORM.

TRANSIT STOPS HAVE CONSISTENTLY AND TRADITIONALLY ESTABLISHED BOSTON'S POINTS OF HIGH COMMERCIAL INTENSITY. DUDLEY STATION IS A CASE IN POINT. RELOCATION OF THE PRESENT WASHINGTON STREET ELEVATED, OR ITS RETENTION, AND THE ADDITION OF A NEW LINE IN THE CORRIDOR AREA WITH NEW STOPS WILL DEFINITELY HAVE AN IMPACT UPON THE COMMUNITY'S ECONOMIC DEVELOPMENT. IT WILL CREATE AREAS OF ECONOMIC VIABILITY AND INTENSITY ABOUT THESE STOPS, AND IN THE CASE OF ROXBURY CROSSING DEVELOP AN IMPETUS ALONG NEW ROXBURY STREET ON INTO THE JOHN ELIOT SQUARE AREA. A SIMILAR LONG-TERM IMPACT WILL BE FELT ALONG CENTRE STREET, AND ALONG A REVITALIZED COLUMBUS AVENUE SHOULD THE CORRIDOR NOT BE IMPLEMENTED.

Southwest Corridor and Martin Luther King Boulevard:

The Southwest Corridor and Martin Luther King Blvd. issues will have a decided impact on the future growth, development and form of the Highlands community.

Corridor development can take two directions:

[1] Completion as presently designed as a major 8-lane limited-access artery connecting route 128 and the Inner Belt, including the mass transit system in its median; or

[2] Replacement of the Corridor proposal as a result of the restudy by an alternative surface distributor, still including the transit, but with surface access.

In either case, with the new transit line, major commercial impact would be removed from Dudley Square to Columbus Avenue or the Corridor air-rights. [At this writing there is some discussion of retaining the existing elevated along Washington Street and Dudley Station in continued service of the South End, in which event Dudley would continue highly accessible and viable.]

In the case of development of the Corridor commercial centers are intended to bridge the Corridor with air-rights construction at transit stops, and at a mid-point in the Highlands Community, forming enclaves of high commercial potential at either end of the Community. In the event a surface system is developed instead, a continuous linear commercial development should be anticipated with greatest intensity at transit stops

The greatest physical impact will be felt on the potential and character of the land between the Corridor/carrier and Centre Street. In the event of a surface carrier, it should be urged that the transit be located below grade or semi-depressed.

The Community should press for its share of commercial potential, in either case, to support its own economic autonomy.

PROPOSED AIR-RIGHTS DEVELOPMENT
CONJOINT WITH SOUTHWEST CORRIDOR

PROPOSED AIR-RIGHTS DEVELOPMENT
CONJOINT WITH SOUTHWEST CORRIDOR

PROPOSED TRANSIT STOP

PROPOSED SOUTHWEST CORRIDOR

PROPOSED TRANSIT STOP

EXISTING SURFACE BUS STOP

WALKING DISTANCE/TRAVEL TIME [250 MINUTE]

HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1966-1970

TRAFFIC-EXISTING



SCALE

DATE MAY 1970

EXISTING TRANSIT STOP

COMMUNITY ACCESS AND DISTRIBUTION:

Primary community access is presently gained along Centre Street, the major cross community carrier, and by penetration from Eliot Square via Highland Street. Washington Street provides access to those blocks abutting it.

This distribution pattern seems to hold whether or not the proposed Southwest Corridor is built, Eliot Square being the key distribution point.

The new Dudley Street resulting from the Campus High Project will relieve Roxbury Street and Eliot Square of cross-city traffic.

The degree to which Centre Street becomes strictly a community carrier is related to the completion of Martin Luther King Blvd. and its convenience as an alternative cross-community carrier to either Columbus Avenue or the Corridor.

Centre Street will continue to act as a cross-community carrier for busses and traffic destined for Jackson Crossing (1) if the Corridor is built and Martin Luther King Blvd. is not, and (2) if Columbus Avenue is retained and Martin Luther King or its equivalent is not constructed.

Some version of cross-community carrier is valid in the general position of the Martin Luther King Blvd. in any event to improve community access and distribution on that side of the hill where traffic and access is presently limited.

An alternative proposal for this Boulevard should be developed which permits more effective consolidation of land and improves community access and distribution without constituting a barrier.

Pedestrian bridges or land-cut and cover should be considered at the natural high points in topography along the Boulevard. These would do much to eliminate pedestrian and vehicular conflict, assure good access to the playground and lower Marcella, while gaining the benefit of removing cross-community traffic from Centre Street.



IMPACT OF AUTOMOBILE:

The automobile and increased population are going to have the greatest impact on the Community's character and environment.

On inspection, this will not significantly affect the interior of the Community unless zoning and the FAR is changed substantially. Lower Marcella, Centre Street, and the Eliot Square area, places of potential high density will be most affected. These areas are not presently strong environmentally.

The topography along Centre Street permits development of an interior alley or parking levels on the downhill side to receive cars. The same is true in part for the northern slopes of Eliot Square.

Lower Marcella-Vale, suitable for high-density housing, might explore the potential of the raised-house technique recently experimented with in Seattle (BREAKTHROUGH) where platforms are erected on concrete stilts, leaving the ground level open for recreation of parking, with housing developed at 2nd and 3rd levels to 3 and 4 stories. This could offer screening of automobiles and an alternative to the conventional blacktop parking lot.

Vehicle Control: Restrictions might be considered on the number of vehicles per Dwelling Unit, or a cooperative ownership system explored.

Density/Parking: Areas should not be designated for high density unless provision can be made for parking, or they have high accessibility to mass transit. Parking garages are only feasible in areas supported by high volume commercial where a day-evening utilization by housing and commercial can be scheduled.

Campus High: 5000 high school students may bring with them, despite the convenience of mass transit, a large volume of automobiles. [Note: Present community population is a little over 5000.]

ONE-WAY LOOP SYSTEM:

This map illustrates how alternations of street directions (one-way versus two-way) organized in a series of traffic 'loops' entering the community from its edges could be used to eliminate major traffic hazards, pedestrian-vehicular conflicts, and enhance privacy.

The system is organized about 6 basic 'loops' with 5 entrances. It indicates the section of Highland Street between John Eliot and Kittredge Square as pedestrian with limited service access only, lower Dudley as a pedestrian mall linking Eliot Square and Dudley Station, and the ladder streets between Norfolk and Cedar as resident access parking only (suitable for children's play) along with the middle portion of Highland Street.

Traffic signs and painted lines are inexpensive planning tools with which a neighborhood group may work in collaboration with the city to resolve some areas of conflict within a residential area.

This sort of traffic plan limits the volume of traffic on any 'loop' to residents and establishes definite access points to the community. These access points can be easily identified and signing can indicate the addresses they serve. Access here have been related to major community features or landmarks such as Cedar Square, Kittredge Park or Fort Hill. 'Loops' are as similar in length as possible, and an attempt has been made to locate parking (dead-end) streets on the shorter loops in order to equalize traffic.

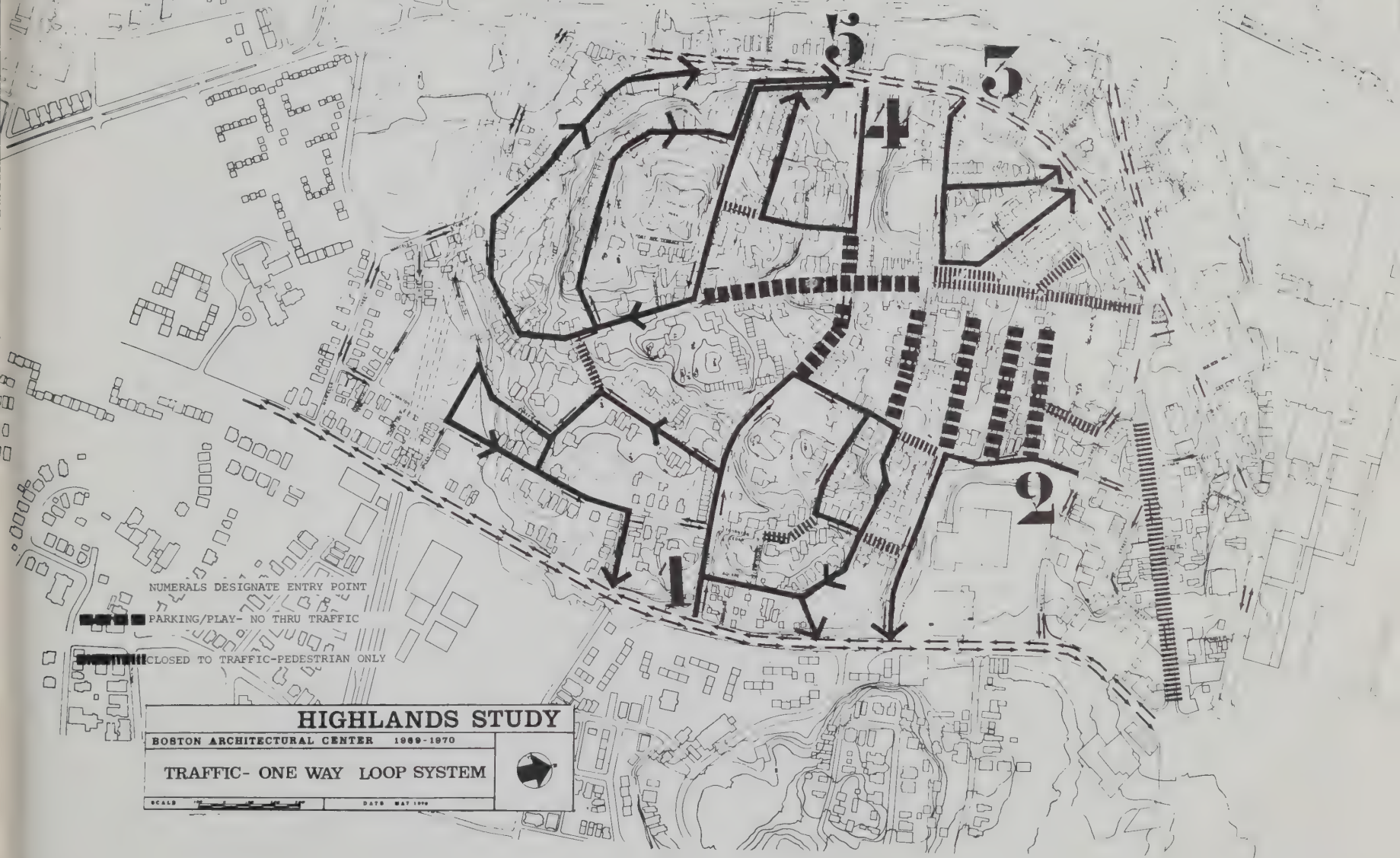
Traffic organization, lighting, and street and sidewalk repair fall within the capabilities of the Model Cities program.

Eliot Square: Dudley Street has been closed to traffic except on a controlled service access basis, making possible the pedestrian mall joining the upper and lower squares.

The date of implementation of proposed Dudley Station traffic patterns and signals should be checked in order to co-

ordinate these changes with any pedestrian system and Highlands area traffic proposal. It is simple to experiment, however, with such systems without major commitment on the part of changes in roads or signals. The community presently has no traffic signals, and it is unlikely they would be required, especially if Martin Luther King Blvd. is implemented and the new street at Campus High becomes a major through-community carrier, taking busses and heavy traffic off Centre Street.

PROPOSED SOUTHWEST CORRIDOR



ONE-WAY LOOP WITH VARIATION AT ELIOT
SQUARE AND PEDESTRIAN SYSTEM:

Similar to previous illustration but with a variation at Eliot Square forming an additional traffic 'loop' discouraging through traffic except at Roxbury Street, and retaining part of Dudley Street as a pedestrian mall. Pedestrian bridges have been indicated connecting Eliot Square with Campus High, and across a semi-depressed Martin Luther King Blvd.

A number of variations are possible, but criteria should be established to assure effective 'loops', - eg. reasonable length of 'loop', ease of access and departure, clarity, relationship to significant landmarks, and so forth.

Sidewalks: A sidewalk system is suggested. Walks have been located on the sides of 'loops' with the fewest interruptions by intersecting streets in order to minimize pedestrian-vehicular conflict. Special treatment, widening of walks or paving (eg. brick) of sidewalks on one side of streets, along with improved lighting could improve both safety and increase interest of streets. Most of the suggestions are feasible within the Kittredge Square Survey and Planning Program of the CDA or fall within the jurisdiction of the Campus High Renewal area.



NUMERALS DESIGNATE ENTRY POINTS

||||| CLOSED TO TRAFFIC-PEDESTRIAN ONLY

||||| PARKING/PLAY - NO THRU TRAFFIC

HIGHLANDS STUDY	
BOSTON ARCHITECTURAL CENTER 1969-1970	
TRAFFIC- LOOP VARIATION	
SCALE	DATE MAY 1970



INTERNAL PEDESTRIAN-OPEN SPACE SYSTEM:

This map indicates a long range potential for an internal [away from streets] pedestrian-open space system related to available vacant land. It has integrated pedestrian ways with green space, and attempts to minimize walking distance for the pedestrian. In a number of conditions, this moves the pedestrian against the direction of the slope of the land requiring steps in the steeper places.

This particular example illustrates an optimum amount of green space with an optimum pedestrian passage connection from Campus High below Roxbury Street, on thru to Eliot Square via surface or bridge, thru a possible interior block arcade in the proposed new housing at Eliot Square, on to Kittrege, and then up to Fort Hill. With few exceptions, the suggested paths could be easily established if right-of-ways were established in the near future.

One infill site at the top of Fort Hill would need to be planned to permit passage or passage should be diverted to using the dead-end road reaching to the Hill, converting it to pedestrian use only.

The narrower hatching indicates suitable places for improved sidewalks. That along Centre Street could be improved and widened in the long-term as busses are removed from that street and it becomes redeveloped.

Dudley Street has been illustrated as a pedestrian mall linking Eliot and Dudley Station.

Both the walk to the hill and the mall on Dudley are feasible within present renewal or Model Cities programs.

The need for additional security and lighting may be a disadvantage of internal parkways, unless the community can assure their safety.

Green Space: The map also indicates a probable maximum amount of green space. Slopes too steep to build upon, potential tot lots, existing parks contribute to an open space system. Block Greens may be possible in the Kittredge area because of existing vacant land. These could be areas reserved for the use of block residents and children in common.

Major Recreational Facilities: There does not appear to be suitable space for major recreational facilities such as baseball diamonds, playfields, etc. These are available, however, in adjoining Washington Park and at Connolly. In the long term it is quite feasible that both Connolly and the MBTA yards may have priority for new community/educational facilities.. These may then be suitably integrated with the structures at these locations. [Roofs should be considered for recreational uses and not wasted, especially on large scale institutional projects.]

Committed vacant land: The base map indicates by hatching those sites already committed to infill. The remaining vacant land suitable for new construction and not selected to remain as public should be compared with proposed zoning and density to establish a number of dwelling units. Housing developed on the few infill sites should conform in character, height, and setbacks to its neighbors.

● DESIGNATES TRANSIT STOP

TONE INDICATES VACANT LAND OR
BUILDINGS SPRING, 1970

DIAGONAL HATCHING INDICATES LAND
DESIGNATED FOR INFILL HOUSING
DEVELOPMENT SUMMER, 1971

GREEN INDICATES RECOMMENDED CON-
SERVED AS OPEN GREEN SPACE

BOLD HATCHING INDICATES POSITIONS
SUITABLE FOR DEVELOPMENT OR PRE-
SERVATION AS PEDESTRIAN WAYS/MALLS

HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1969-1970

PEDESTRIAN SYSTEM &
OPEN-SPACE POTENTIAL



SCALE

DATE MAY 1970

Note: Structures of historic or
architectural interest are
indicated solid black.

FRONTAGE SUITABLE FOR COMMERCIAL:

Designates frontage suitable for commercial development and includes existing commercial frontage [designated by tone].

Designation is based upon the assumptions that John Elliot Square continues to be suitable for commercial development and will become increasingly important with the increase in density within the community, and the added population at Campus High, along with any commercial thrust resulting from a new Columbus Avenue or Corridor development as a consequence of the new Transit stop.

Centre Street: The north face of Centre Street is related to Corridor development. It represents a long term potential for community commercial development, and it is suitable to long term growth and redevelopment into a more dense and mixed land use.

The Centre Street side should most likely resemble the type of community use commercial which has developed within the Castle Square complex--one or two levels at grade with residential above, intended to serve both residents and the Highlands. Since commercial frontage usually follows paths of transportation and transit stops, Centre Street development appears as a logical and natural long term extension of John Elliot Square.

Development of the lower frontage along existing Columbus avenue will depend upon the outcome of the highway restudy. If the Corridor program is stopped, there is strong potential for a commercial front linking back into Centre Street, serving both the Highlands community and adjacent communities. Should the Corridor be constructed, this frontage would consolidate at the proposed air-rights centers at the Roxbury Crossing and Jackson Hill transit stops, leaving the lower portion of the hill as a buffer to the Corridor, lacking accessibility because of the frontage road and not recommended for development. The air rights centers however, should be comparable in capacity to surface development.



ENVIRONMENTAL SUB-AREAS:

While the previous material has been general and related to the overall community area, an attempt was made to identify environmental sub-areas. Characteristics of these sub-areas were taken into account in all general planning suggestions.

A number of different ways of identifying sub-areas within the community are possible. The approach opposite is based upon topographical, physical and environmental characteristics.

The purpose in identifying such areas is as an aid in understanding their characteristics and differences. One approach can be to attempt to reinforce or alter this character during the period of change within the community.

Certain characteristics of an area may act as a constraint or limitation, or an asset in future planning. Topography, traffic, existing buildings, vegetation, and so forth, are examples. Relationships to major traffic exchanges, for instance, can act as constraints or advantages, depending upon how they are planned.

A general description of planning criteria and design criteria for each sub-area when developed could assist the community in evaluating development proposals as they are presented. When a developer expresses an interest in a particular parcel he should be informed of the expectations of the community in a general way so that he can plan within desired constraints.

The study area itself has a particular cohesiveness and identity presently as a result of its topography and vegetation.

Within that existing order, sub-area characteristics tend to form a secondary ordering, especially that established by the street. The trip along Highland Street, for instance, passes from the open commercial and public Elliot Square with its greater traffic, to the intimacy and closure of Kittridge Square, then on through another constriction to the junction

with Cedar Street a 'cross-roads', before passing through a 'gateway' into the very pleasant rise up to Hawthorne, and then dipping into the character of the lower portion of the Hill along Marcella Street and the proposed boulevard.

Do not confuse sub- areas with planning areas. Planning areas are areas of jurisdiction and budget. The suggestion above is again for the purpose of identifying environmental character. The areas as they exist today have some strong element which permits them to be identified as a 'place' different from surrounding streets or places. Examining their similarities and differences will help establish the qualities which lead us to recognize them, and then assist the decision making process when changes are suggested.

When sub-area priorities conflict with overall area planning, overall area planning should have priority.



Proposed Southwest Corridor

Existing Playfield

Proposed Boulevard

CENTRE STREET

8 HIGHLAND PARK

UPPER CLARE STREET

WATER MANICELLA VALE

META YARD

14 CLARE SQUARE

13 LOWER WASHINGTON

CAMPUS HIGH RENEWAL AREA

DUDLEY SQUARE

HIGHLANDS STUDY	
BOSTON ARCHITECTURAL CENTER	
ENVIRONMENTAL SUB-AREAS	

Note: Structures of historic or architectural interest are indicated solid black.

GENERAL PLAN- DENSITY AND ZONING:

The map opposite is intended to describe density and zoning. It synthesizes information from previous maps and corresponds to sub-area characteristics.

The light area (no hatching) is interpreted as remaining approximately the same use and density as existing (approximately 20 DU/acre). Infill construction on available sites is not anticipated as affecting this density. The use is residential; building form predominately detached residence (2-3 stories) with the exception of the new project on Cedar Street. Zoning equivalent: R-8.

The hatched area appears suitable for middle density, FAR equivalent to H-1 [3-6 DU/building and 40-60 DU/acre]. It presently has approximately 45 DU/acre based upon its dominant row house or detached walk-up building type.

These areas (above) appear fairly well developed with only one major site open for new construction (Linwood-Cedar Street), aside from opportunities for row house infill construction. It is within these two areas that the bulk of environmental or existing architectural assets are located, and where it seems feasible to maintain a residential character.

The potential for 1st level commercial along Highland Street between Eliot and Kittredge Squares has been noted earlier. Any such commercial, however, should be subordinate to the residential character, with strict sign controls, and is unlikely to be viable until Eliot Square is well developed.

The dark area indicates a zone without strong existing environmental assets, suitable for high density development. This area will be subject to outside forces such as the Campus High, Corridor impetus, transit stops, traffic, and suitable for mixed use where hatched. Construction taking place within this area should be directed toward long-term density potentials.

ASSUMPTIONS:

These general assumptions have been made:

[1] that areas already substantially developed and in fair condition with existing environmental assets should be preserved, - eg.- the existing dominant building form would be respected and complimented by new construction;

[Basis: Limited community resources to completely redevelop the community; apparent rehabilitation resources; environmental assets.]

[2] that areas with considerable deterioration or characterized by structures which were initially speculative and of poor overall quality with limited life expectancy where rehabilitation is a very temporary measure should be scheduled for replacement by new construction compatible to the location;

[Basis: The value of rehabilitating sub-standard or limited life structures is questionable.]

[3] that the scale of new construction in areas where this is seen as appropriate should be to an optimum density for the area (eg.- if an area is seen as suitable for 40 DU/acre, conform to that optimum, rather than under-developing the area).

[Basis: Build to capacity and for efficient use of land, economically and environmentally.]

[4] that areas significantly subject to new external forces (eg. transit stops, high school, etc.) or presently poorly utilized, with no outstanding existing 'form' and not affecting the character of surrounding areas with strong form, could be converted to quite different uses and forms or densities from the existing (Lower Marcella and Centre Streets are an example);

[Basis: No deleterious impact on environment as existing and potential for long term improvement.]

AREA AFFECTED BY CORRIDOR DEVELOPMENT-RECOMMENDED LONG-TERM 60-80 DWELLING UNIT DENSITY.

PROPOSED SOUTHWEST CORRIDOR



PHASING PROPOSAL PLAN:

The Phasing Plan opposite is related to the Density and Zoning Plan, following its directive. Light grey areas are 'short-term' (1-5 years), with replacement cycling, rehabilitation, and infill as priorities. New construction zones are indicated along Washington Street. These areas should include some commercial and respect the recommended density. 'Replacement' is used to imply reconstruction similar in character to existing on a per building basis; 'new construction' describes major consolidation of land or departure from existing form.

The darker grey indicates areas suitable for high density development which appear to be long-term (5-10 year) priority. These include Elliot Square (under Campus High Renewal Jurisdiction), Lower Marcella-Vale and the proposed Boulevard area (related to the outcome of the Corridor re-study for establishing proper character and commitment); and Lower Roxbury Street (again related to the Corridor).

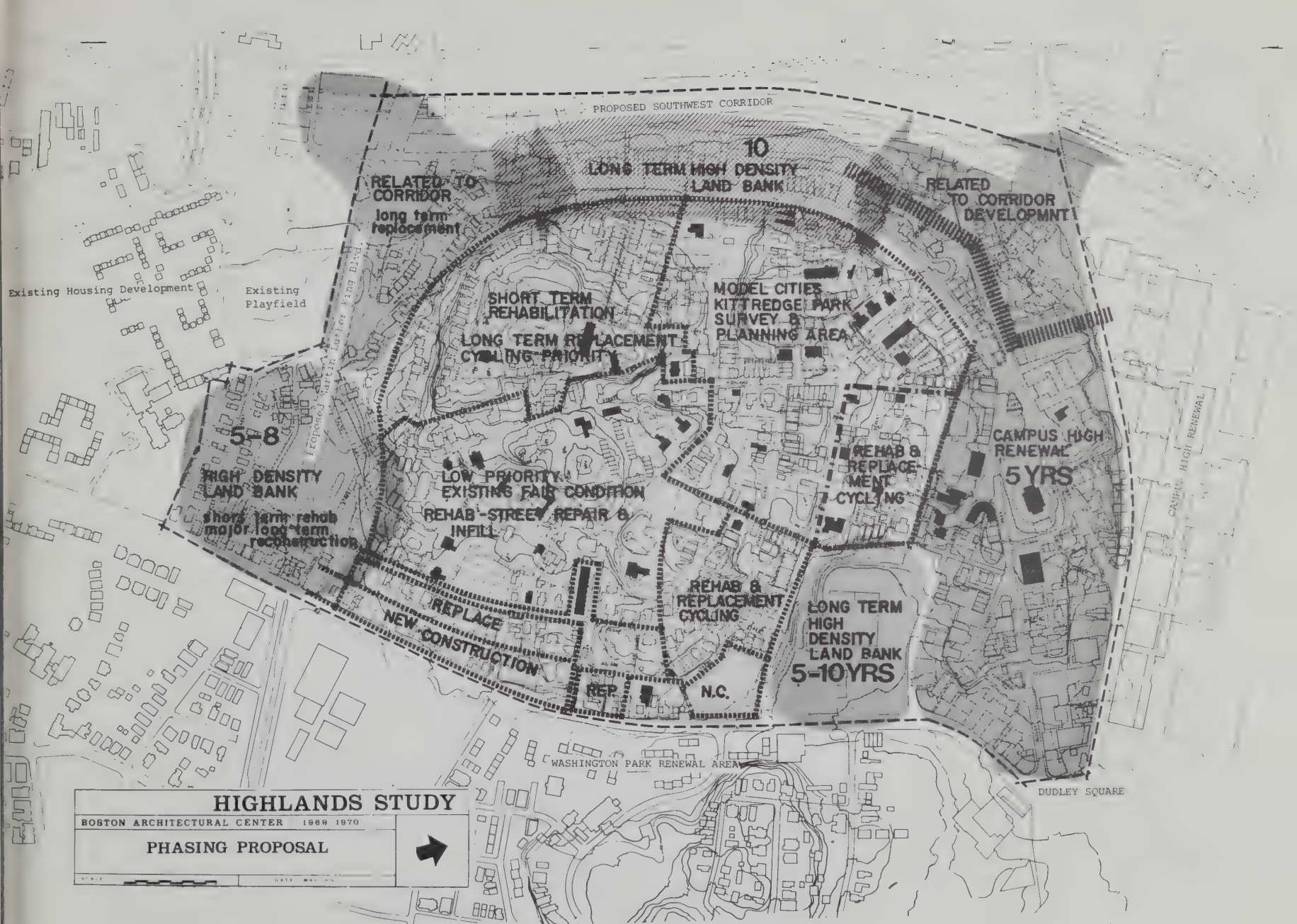
The development impetus generated at either end of Centre Street should establish the timing and character of Middle Centre Street. If the Corridor is completed, this area appears to offer long-term, high density land bank capability for housing/community-commercial facilities. If the Corridor does not develop, orientation and use of this same land bank would change and its development time span be more likely in the area of 15 years. Rehabilitation, rather than reconstruction or new construction, is recommended until the Corridor issue is resolved. Any new construction within the area should be planned within high density standards and allow for either outcome on the Corridor issue.

The MBTA yards appear well suited for high density housing with its own limited commercial. As already cited,

availability of this land is related to Corridor development and the MBTA's willingness to relocate.

Lower Marcella-Vale is now served very well by transit, but should be given added support and desirability is a new transit stop is added with completion of the Corridor. A 'phased' development of this site to maximum density, carefully studying its relationship to the Upper Marcella-Corridor site seems appropriate. It is 'middle' priority.

Upper Marcella (along the hill) should be gradually replaced with new construction. The life of existing buildings, wooden row houses, is limited. Short term rehab with recycling, building on existing infill sites to maximum density to match scale of existing, with the gradual relocation of existing owners and families into new construction from existing buildings on a continuing basis could be very effective in renewing this area. None of the existing buildings is particularly interesting or in good condition to merit long term rehab, but the character of the street with the row house form is very pleasing and should be preserved in any new construction.



HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1989 1970

PHASING PROPOSAL



KEY DEVELOPMENT SITES:

The sites or areas designated opposite lend themselves to analysis based upon information developed in the body of the study prior their development.

Circles indicate long-term development;-the remainder are suitable for short-term or immediate development.

Long-term should be understood as essentially establishing new character in these areas and ought be developed carefully in line with long-term community objectives for these areas and the realities of achieving these objectives.

Short term sites are more important in terms of knitting together the areas in which they are situated. Whatever is built in these areas can either compliment, acting to join and unify the environmental character of the immediate context,- or can disrupt it further. Each site has been selected because it has different potential and characteristics which should be carefully understood prior permitting development.

Long-term areas should look toward identifying characteristics which are probable on a future basis(20 year probability) so that what is built in the next 10 years is not a collection of individual efforts and a conglomeration of building methods which become obsolescent on a short-term basis, creating environmental chaos and poor land use, but a unified whole. The realities of financing, construction methods and materials, probable technological changes, area potential, access,etc., must be considered. It is possible to develop a checklist or set of guidelines against which to evaluate development proposals in these areas. If, for example, high rise construction is economically inevitable, this should be recognized in advanced planning, and the areas examined to discover the best ways of re-ordering their environmental characteristics to admit high-rise on a long-term basis. Long-term probability should be the basic criterion however, and care be exercised not to let short-term convenience influence decisions. It may be in the community's interests to build a more expensive initial structure which has durability and ease of maintenance, than a cheaper structure which will deteriorate sooner.

It was beyond the means of this study to develop criteria and illustrate how these areas might develop. It is urged, however, that special attention be given the areas, and if possible, the alternatives open to each be examined in line with overall objectives.

The Elliot Square parcel, for instance, will be the key to the tone and future character of the Square, and provides a very critical opportunity to build to long-term density and knit residential and commercial areas together in a precedent establishing basis. Careful analysis of the site is required, including commercial potential and type; relationship of development to abutting areas (the seam between residential and commercial); heights, materials, parking, etc.; access and ability to incorporate pedestrian ways between Elliot and Kit-tredge, and so forth. The height of the Norfolk House will be important to respect; and closure of the Square, by building to property lines should be sought.



PROPOSED SOUTHWEST CORRIDOR

CENTER STREET

LUTHERAN ROUTE

MATA YARD (LANDBANK)

HIGHLANDS STUDY

BOSTON ARCHITECTURAL CENTER 1989-1970

KEY DEVELOPMENT SITES



Note: Structures of historic or architectural interest are indicated solid black.

APPENDIX

ADDRESS _____
 NAME _____
 PRESENT USE _____ D.U. rooming vacant _____
 TYPE (if res.) single double row _____ 2-fam. _____ decker tenement apt. _____
 STRUCTURE frame WALL COVER _____ orig. Color _____
 masonry subs. _____
 _____ STORIES (1st to cornice) plus: attic mansard raised basement
 ROOF gambrel hip gable front mansard flat ROOFING _____
 side _____
 NOTEWORTHY FEATURES _____

 EXTERIOR ALTERATION minor moderate drastic _____
 EST. DATE 17____ 1800 10 20 30 40 50 60 70 80 90 1900 10 20 30 40 50 60 70
 MAP DATE _____ DOCUMENTED DATE _____ STYLE _____
 ARCHITECT _____

BOSTON ARCHITECTURAL CENTER
 ROXBURY HIGHLANDS INVENTORY

By _____ Date _____

19 ASSESSMENT INFORMATION

Owner _____
 Address _____
 Lot area _____ sq. ft.
 Valuation \$ _____ land
 \$ _____ bldgs.
 \$ _____ total

FIGURE 1 - INVENTORY FORM

17/1 11/2
 ADDRESS 103 HIGHLAND ST
 NAME _____
 PRESENT USE 3 D.U. rooming vacant _____
 TYPE (if res.) single double row _____ 2-fam. 3 decker tenement apt. _____
 STRUCTURE frame WALL COVER Asph. Shingles Beck orig. Color Red
 masonry subs. _____
3 STORIES (1st to cornice) plus: attic mansard raised basement
 ROOF gambrel hip gable front mansard flat? ROOFING T. & G. ?
 side _____
 NOTEWORTHY FEATURES 2 STORY ENTRY PORCH W/ FULL DEEP RAIL BOUND ON
(ASHP. CHIMNEYS)
L. SIDE OF HOUSE W/ CONICAL TOWER. LARGE CORNICE W/ BRACKETS.
WINDOWS ABOVE CORNICE LINE.
 EXTERIOR ALTERATION minor moderate drastic _____
 EST. DATE 17____ 1800 10 20 30 40 50 60 70 80 90 1900 10 20 30 40 50 60 70
 MAP DATE 1871-1895 DOCUMENTED DATE _____ STYLE _____
 ARCHITECT _____

BOSTON ARCHITECTURAL CENTER
 ROXBURY HIGHLANDS INVENTORY

By K.F.H. Date 10-20-69

19 ASSESSMENT INFORMATION

Owner _____
 Address _____
 Lot area 6137 sq. ft.
 Valuation \$ _____ land
 \$ _____ bldgs.
 \$ _____ total



FIGURE 2 - PROCESSED INVENTORY FORM

BOSTON ARCHITECTURAL CENTER
320 NEWBURY STREET
BOSTON, MASSACHUSETTS 02115
SCHOOL OF ARCHITECTURE

December 10, 1969.

Mr. George J. Morrison
Executive Director
Action Program
63 Lambert Avenue
Massachusetts 02119

Dear Mr. Morrison:

As you know from talking with some of the students, Frederick Stahl and I are conducting a course at the Boston Architectural Center on architectural survey techniques and planning, involving an intensive study of the John Eliot Square-Highland Park area of Boston. Tonight, at the invitation of one of our students, two members of the Action Program came to visit our class, which was scheduled to meet from 6:30 to 9:30 p.m. Unfortunately, Mr. Stahl was out of town on business, and I was late; the visitors had left by the time I arrived. I apologize for the inconvenience they were caused, and I hope we will have another opportunity to meet to discuss this project.

The purpose of the field inventory that you have observed is to gather information about the architectural and stylistic character of the existing buildings. The field information and photographs are supplemented by historical research (particularly in maps and real estate atlases) so that an idea of development patterns, dates of construction, and the like may be gained. This kind of thorough analysis of historic and environmental characteristics is not usually undertaken by architects and planners; one of the purposes of this course is to develop field survey techniques and a means of teaching them.

The next step is to discuss our findings with groups and individuals in the community, to share what we have learned, and to find out what the community needs and wants. In this regard, we are grateful to have made contact with your organization, because it clearly has a voice and a goal. We have read your statement of purpose and objectives, and we find nothing therein that is incompatible with what we are doing; in fact, we might be able to help in providing background information about neighborhood history and development.

Although we are operating under an educational grant from the National Foundation for the Arts and Humanities, we have no connection with any local governmental organizations such as the B.R.A., nor do we have any vested interest in the future of what we recognize to be your neighborhood, not ours. Our hope is to

provide a means whereby the values of the past can enlighten the future. At a time when Black history courses are an important part of the curriculum goals of groups such as yours, we are hopeful that you will be willing to respect our concern for environmental history just as we respect your concerns.

Again, let me apologize for not being in class at the time your representatives arrived. I hope our two groups can get together more successfully in the future to discuss the class project and its potential usefulness to your program. We will be happy to meet with you at your headquarters or elsewhere in the neighborhood if you wish, rather than asking your group to come again to our school.

Sincerely yours,

Robert Bell Rettig
Robert Bell Rettig
Faculty Member, Studio G

FIGURE 3 - [SEE SECTION 1-3]

MARCH 25-26, 1970

BOSTON ARCHITECTURAL CENTER
320 NEWBURY STREET
BOSTON, MASSACHUSETTS 02115
SCHOOL OF ARCHITECTURE

February 12, 1970

B.A.C. HIGHLANDS STUDY 1969-1970

EVALUATION OF VACANT BUILDINGS OR GROUPS OF BUILDINGS

EXPLANATION:

Each building or groups of buildings is rated on a point scale (0, 5, or 10 points) in three categories: architectural style, effect of demolition on the surrounding environment, and physical condition (capability of being economically rehabilitated). In each category, 10 points means high priority to preserve, 0 points means high priority to demolish, and 5 points means middle ground with no clear decision either way.

By this standard, buildings with the lowest scores are the logical ones to demolish. Buildings with the highest scores are the most deserving of being boarded up or otherwise secured for preservation. These ratings are subjective and in many cases are based on insufficient evidence, but the cumulative effect of this system provides polarities within which to frame an action program.

Mr. George J. Morrison
Executive Director
Action Program
63 Lambert Avenue
Boston, Massachusetts 02119

Dear Mr. Morrison:

As we agreed in a telephone conversation of this date, it is not our intention to publicize information about your neighborhood.

We are obligated under the terms of the grant to report the results to the National Endowment For The Arts and make them available to educators and professionals nationally who may be interested in the techniques we have utilized this past year. It will not be necessary for our report to identify Highlands.

I hope this agreement is in the spirit of your previous discussion with Stahl and Rettig and that we can work together with mutual trust.

Very truly yours,

BOSTON ARCHITECTURAL CENTER

Sanford R. Greenfield
Sanford R. Greenfield, A.I.A.
Director, School Of Architecture

SRG:rf

FIGURE 5 - [SEE SECTION 1-4]

FIGURE 6 - EVALUATION OF VACANT BUILDINGS
OR GROUPS OF BUILDINGS
[SEE SECTION 1-5]

ADDRESS	ARCH. STYLE	EFFECT ON ENVIRONMENT	PHYSICAL CONDITION	TOTAL
7 Anita Terrace	Presently demolished by others			
37-41 Bartlett St.	5	5	5	15
67-73 Bartlett St.				
1-3 John Eliot Sq.	10	10	10	30
3-5 Dudley St.				
68-70 Bartlett St.	10	10	10	30
11 Beech Glen St.	5	5	0	10
Bonell Terrace (Entire)	0	0	10	10
28-46 Cedar St.	10	10	10	30
104-106 Cedar St.	5	5	10	20
7-9 Centre St.	Presently demolished by others			
20 Dorr St.	5	10	5	20
9-11 Dudley St.	5	5	10	20
39-45 Dudley St.	0	0	0	0
24-44 John Eliot Sq.	0	0	10	10
69 Fort Ave.	Presently demolished by others			
8-10 Fort Ave.	5	5	10	20
83-85 Fort Ave	5	5	5	15
91 Fort Ave.	5	5	10	20
4 Fort Ave. Terrace	5	5	10	20

ADDRESS	ARCH. STYLE	EFFECT ON ENVIRONMENT	PHYSICAL CONDITION	TOTAL
7 Marcella St.	5	5	10	20
11-13 Marcella St.	0	5	10	15
141 Marcella St.	5	0	10	15
143-147 Marcella St.	5	5	10	20
82 Marcella St.	0	5	10	15
10-12 Millmont St.	5	5	10	20
13-21 Morley St.	5	10	0	15
14-22 Morley St.	5	10	5	20
5 Norfolk St.	0	0	0	0
127-129 Roxbury St.	Scheduled for demolition by others			
133 Roxbury St.	5	5	5	15
135 Roxbury St.	5	5	5	15
288-300 Roxbury St.	0	0	5	5
7 Thornton Place	5	5	5	15
22 Thwing St.	5	5	10	20
49-51 Vale St.	5	5	5	15
2735 Washington St.	Possible Tenancy			
2775 Washington St.	Possible Tenancy			
2779 Washington St.	Demolished by others.			
2781 Washington St.	Possible Tenancy.			
3221-3225 Washington St.	Possible Tenancy.			

EVALUATION OF VACANT BUILDINGS
OR GROUPS OF BUILDINGS [continued]

EVALUATION OF VACANT BUILDINGS OR GROUPS OF BUILDINGS

Summary:

Those buildings having received a score of 10 points or less are the ones with a high priority to demolish; those buildings receiving a score of 25 points or more are buildings having the highest priority for preserving.

HIGHEST PRIORITY FOR DEMOLITION

39-45 Dudley Street
1 King Terrace
5 Norfolk Street
2735 Washington Street
218 Highland Street
268-300 Roxbury Street
Bonell Terrace (Entire)
24-44 John Eliot Square
13-15 Highland Park Avenue
301-305 Highland St.

HIGHEST PRIORITY FOR PRESERVATION

Block, corner Bartlett St., John Eliot Sq., and Dudley St.
68-70 Bartlett St.
26-46 Cedar St.
28 Highland St.
0 Alvah Kittredge Park
14 Lambert St.

EVALUATION OF VACANT BUILDINGS
AND GROUPS OF BUILDINGS [continued]

ADDRESS	ARCH. STYLE	EFFECT ON ENVIRONMENT	PHYSICAL CONDITION	TOTAL
35 Pulda St.	0	0	10	10
47 Pulda St.	0	5	10	15
15-27 Highland Ave.	10	10	0	20
13-15 Highland Park Ave.	5	5	0	10
1 Highland St.	10	10	0	20
23 Highland St.	Presently demolished by others			
23 Highland St.	10	10	5(Est.)	25
63 Highland St.	0	10	10	20
301-305 Highland St.	5	5	0	10
218 Highland St.	0	5	0	5
1 Juniper St.	5	10	5	20
1 King Terrace	0	0	0	0
8 Alvah Kittredge Park	10	10	5	25
14 Lambert St.	10	5	10	25
42 Lambert St.	5	5	5	15
64 Lambert Ave.	10	5	0	15
6 Linden Park St.	Scheduled for demolition by others.			
8-10 Linden Park St.	Scheduled for demolition by others.			
22 Linden Park St.	Scheduled for demolition by others.			
23 Linwood St.	5	10	0	15
39-45 Linwood St.	10	10	0	20

HIGHLAND PARK

The following has been excerpted from the document of that title prepared by Linda Fitzpatrick of the Planning Department for the BRA, February, 1968. It elaborates upon the history of the High Fort.

Colonial History and Revolutionary War:

"During the colonial period, the town of Roxbury centered near the present John Eliot Square and industrial development grew up along the Stoney Brook Valley. Large farms and estates were scattered along the rough hills including the site of Highland Park south of what is now Dudley Street.

"When the Revolutionary War broke out, was in a strategic position to control the only land route in and out of Boston. The main road from Boston followed the Neck on what is now Washington Street to the Mainland in . It turned on Roxbury Street and led west to Brookline and Cambridge along what is now Centre Street (Washington Street did not extend south of Dudley Street at this time). Therefore, the British soldiers had to march through Roxbury on their way to Lexington in April, 1775.

"Several sites in were selected for fortifications to enforce the siege of Boston --among the first were the Lower Fort (off Highland Street between Cedar and Linwood Streets) and the High Fort (in what is now Highland Park) which were built during the summer of 1775.

"The High Fort, reputedly designed by Henry Know and Josiah Waters, was a quadrangular earthwork about 12 rods square with a bastion at each corner and embankments 8 to 15 feet high. The northeast side faced Boston, and the magazine and an opening for making sudden strikes or raids was located on the southwest side.

"The Fort was described by Major-General William Heath, a commanding officer in the Roxbury area, as "one of the strongest works that was erected" in the Boston area. It was "built on the summit of a rock, and being perhaps the first attempt at a regular fortification, it was considered by the militia of unparalleled strength, and excited great confidence in that wing of the army stationed at Roxbury."

"More important than the strength of the fort was its location on the top of a hill which effectively commanded both the land route from Boston along the Neck and the road to Dedham. It was therefore, a key point from which to harass the British and frequently exchanged fire with them. Because the Roxbury area remained a patriot stronghold throughout the siege, the High Fort was not involved in major or decisive battles as were at Breed's and Bunker Hills or Dorchester Heights. However, the High Fort was a vital section of the encirclement of Boston, constantly preventing the British from receiving supplies or reinforcements by land and eventually forcing their evacuation. "When Washington took command of the army (in July, 1775), he regarded this fort as the best and most eligibly located of all the works in course of construction."

19th Century:

During the 19th century the residents of attempted to preserve the High Fort as a landmark of the Revolutionary War. In 1825 five citizens purchased the estate which included the High Fort. They held the fort in common and kept it in good condition. About 1830 they offered to sell the site to for a public square, but the town was unable to purchase it at that time.

"After became a city in 1846, new interest developed to obtain public squares for the town, including the fort... However, the City Councils failed to respond to the patriotic eloquence of their Mayors and no money was appropriated

to acquire the land.

Construction of the Standpipe:

"The annexation of to Boston in 1868 led to plans for including Roxbury in the Cochituate water system that served the City of Boston. The problem of serving the highlands which were above the elevation of existing reservoirs required considerable research by the Water Board. Systems used by other cities at the time were examined, and eventually the standpipe system was chosen. The so-called "Old Fort Lot" seemed a natural site; its selection was described by Desmond Fitzgerald in The History of the Water Works 1868-1876.

"During the construction of the standpipe the remains of the old fort were demolished, though an 1869 plan showed the location of the bastions and outline of the parapet. Although the reason for the construction of the standpipe was as a functioning device to provide fresh water for the area, it was also designed as an architectural feature to ornament the site and to allow public enjoyment of the view.

"The Military Historical Society (changed to the Historical Society in 1901) pressed for restoration and preservation of the Revolutionary War Fort. By 1895 the Boston Engineering Department prepared estimates for repairs and the restoration of the lines of the original fort. Historical references on the fort (including early plans and descriptions) were consulted and a white pine model of the fort was constructed by a Civil Engineer, John W. McClintock. This model was donated to the Bostonian Society and is presently on loan to the Historical Society in the Dillaway-Thomas House (183 Roxbury Street).

"Plans for restoration of the Revolutionary War Fort and for landscaping the park were prepared by the landscape architects, Olmsted, Olmsted and Eliot and were submitted to City Engineer William Jackson. A reconstruction of the quadrangular shape of the fort replaced the circular walk at the base of the standpipe; and walkways were

designed to follow the contours of the hill, avoiding the rockier areas and not conforming rigidly to the symmetry of the fort lines. Planting was limited to vegetation appropriate to the rocky soil and exposed condition of the site.

[See the original document for detailed description of Olmsted's plans.]

"Work proceeded until the appropriation was used up in 1899. This included repair and repainting of the standpipe, and construction of a retaining wall on Fort Avenue. Additional special appropriations were made in 1907 to add an iron balcony designed by Francis J. Kennedy, architect; in 1911 for an attendant's office, "made necessary by reason of the increasing number of visitors to the Old Fort Observatory;" and in 1912 for eighteen bronze plaques to be attached to the balcony to indicate points of interest.

"Also, an appropriation in 1912 allowed for improvements to the surrounding grounds.... In 1912-13 Highland Park came under the jurisdiction of the Parks and Recreation Department when the Department of Public Grounds merged with it. At this time 44,356 square feet of land on the northwest side was purchased to extend the park to its present boundaries at the corner of Beech Glen Street and Fort Avenue....

"In 1915, the Park Department contracted with Van Amringe Granite Company for 'casting, furnishing, installing and placing a battery of four revolutionary cannon, with gun carriages, at Highland Park.' The work which had proceeded for 20 years was completed in 1916 and dedicated with speeches and a parade on Patriot's Day, 1917."

[Highland Park has been maintained by the Parks and Recreation Department since then with no changes in the actual layout of the park, although minor repairs and improvements were made in the 1930's. Since the 1930's however, the park and standpipe have fallen into disrepair again caused by neglect and vandalism. During the 1960's local residents have reawakened interest in the park and various efforts have been made to repair it, none to this date having been effected.]

SYLLABUS:

SYLLABUS AND METHOD OF CONDUCT OF SUCH STUDY PROGRAMS WILL VARY FROM INSTITUTION TO INSTITUTION DEPENDING UPON THEIR APPROACH, RESOURCES, DEGREE OF COMMUNITY INVOLVEMENT EXPECTED, AND METROPOLITAN OR REGIONAL LOCATION. THE CENTER FOUND IT INVALUABLE TO BRING TOGETHER A MULTI-DISCIPLINARY ADVISORY COMMITTEE AND A SENIOR STAFF WHICH INCLUDED BOTH ARCHITECT-HISTORIAN AND ARCHITECT-PLANNER.

CATALOG DESCRIPTION:

The purpose of the studio is to take into account a recognized shortage of skilled persons capable of surveying and cataloging historical assets, and the necessity of transcending the traditional disciplines of architectural historian and survey specialist, and urban designer. It is directed toward the current critical need for individuals who possess both the historical background and the field experience required to establish and assemble an historical inventory suitable for use in planning for continuity in community development.

By themselves, the disciplines of the architectural historian, researcher, preservation architect or field survey specialist are too restricted for planning community needs alone. Design professionals, on the other hand, lack awareness and the ability to recognize existing historical assets and consequently overlook these key elements of strength in formulation of their proposals.

METHOD:

A combination of field and studio activities supplemented by lectures and interviews, utilizing real case study project areas, including specialized contributions and periodical review by an Advisory Committee or invited specialists, and consisting of the following components:

[1] Intensive briefing on historical development of a selected project area, including topographic, planning, architectural and associated aspects;

[2] Field survey of existing assets and development of inventory by map, photography, sketches, and where appropriate, documented research;

[4] A written and graphic evaluation of studio findings and techniques developed.

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FIGURE 8 - SYLLABUS

BOSTON • ARCHITECTURAL • CENTER
320 NEWBURY STREET
BOSTON, MASSACHUSETTS 02115
SCHOOL OF ARCHITECTURE

OFFICE OF DIRECTOR OF EDUCATION

27 August 1971

Mr. George Morrison, Executive Director
Roxbury Action Program
63 Lambert Avenue
Roxbury, Mass. 02119

Dear Mr. Morrison:

This will confirm our conversation of this date.

I understand that it is acceptable to you to identify our National Endowment for the Arts project as "Highlands Study." Toward this end, we will remove the name " " from all of the sheets. In this manner, we will fulfill our obligation to you to retain the anonymity of the neighborhood in any material which will be printed.

Sincerely,



Sanford R. Greenfield, FAIA

cc: F. A. Stahl
Alice Coggins

SRG:emh

FIGURE 9 - CORRESPONDENCE

LIBRARY
BOSTON ARCHITECTURAL CENTER

Highlands study : report on a pilot
project under grant from the National
Foundation for the Arts and
Humanities 1969-1971 /
Boston Architectural Center.
NA9053.C6 B6 1971

5261.



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